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Capt Benjamin H. Cleveland  
(1908)





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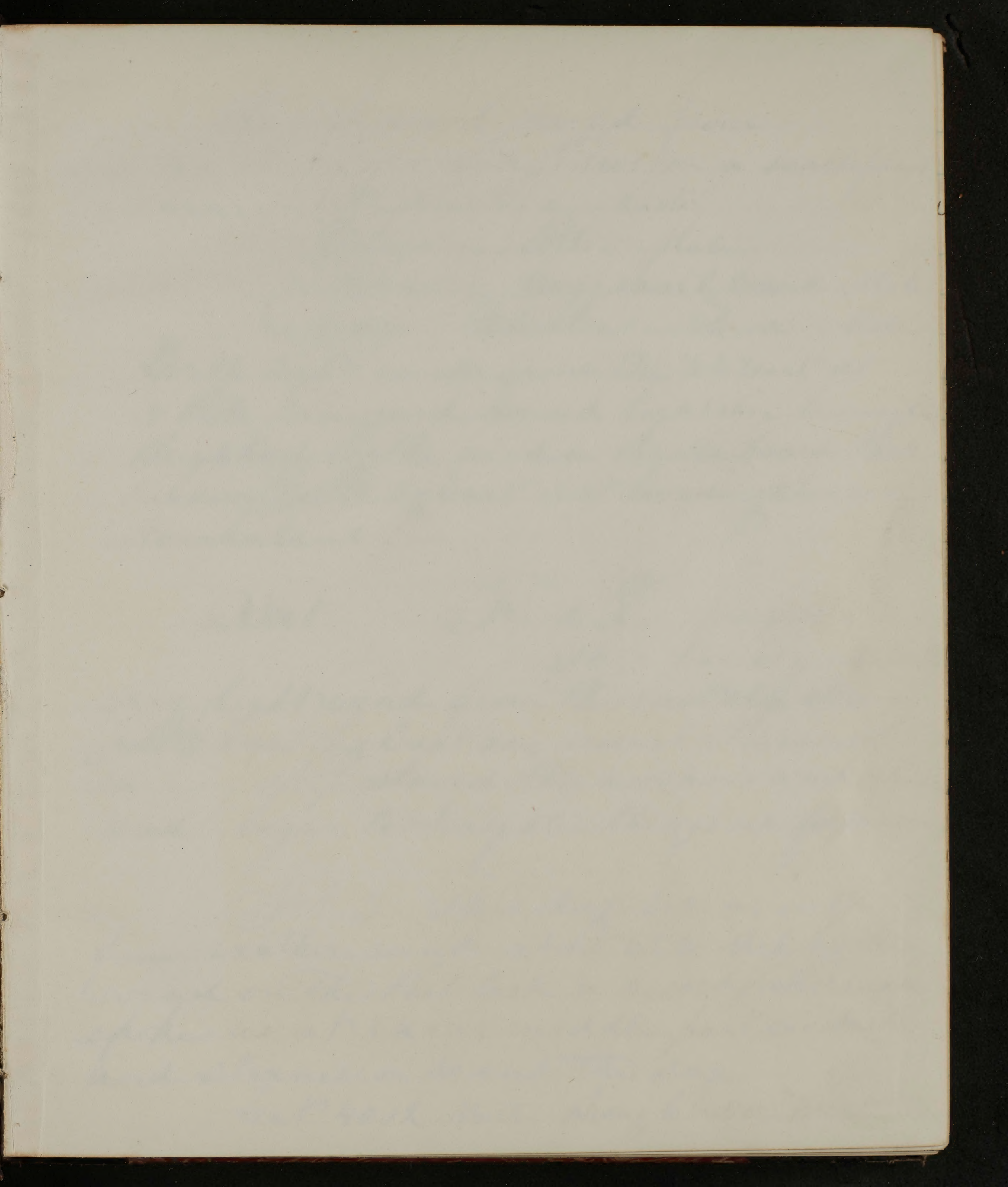
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Benjamin G. Brown  
Capt. 5. 1901













Brig Leonora Sailed from  
New Bedford Aug<sup>1st</sup> 1901 on a sealphant  
voyage. B. D. Cleveland Master

Sylvanus Potter Mate  
Charles Cogshall Second Mate  
George Wheeler Third Mate

With light winds from the W. S. West at  
5 PM vineyard Sound Lightship bearing East  
Brig sharp by the wind on the Starboard tack  
heading North by East. just heading clear of  
Stomanland " = "

Sat Frid<sup>2<sup>th</sup></sup> August 1901

This day begins with  
very light wind from the west ship steering  
South East by East see several steamers &  
sailing ships stowed the anchors and chains  
and began to straighten things up for business

Sat 3 This day begins with  
fine weather wind about S. S. W ship by the  
wind on the Port tack. a swordfisherman  
spoke us at 8 AM. middle part see sails  
and steamers so ends the day

Lat 40.12 North Long 68.50 West



Aug 1901 Sun 4

This day begins with moderate winds from the S.W. West ship by the wind on the starboard tack with all sail set middle and latter part the same so ends Lat 39.37 North Long 165.41

Monday <sup>the</sup> 5<sup>th</sup>

This day begins with very fine weather ship steering S by East wind about S West the watch busy at ship duty no observation

Tues <sup>the</sup> 6<sup>th</sup> 1901

This day begins with very fine weather wind light engaged putting a new rope on the main trysail Lat 39.16 Long 59.50 West

Wed 7<sup>th</sup>

This day begins with very moderate winds from the west one large 4 four master in sight apparently trying to get to the westward. Lots of dolphin around the ship Lat 38.38 Long 58.24 W



Aug 1901 Thurs 8

This day begins with very light winds from the west side in sight. The watch engaged at ship duty also bent a main top galant stay in at sundown Calm so ends the day with ship steering East Lat  $37.41^{\text{North}}$  Long  $56.57^{\text{West}}$

Friday 9. 1901

This day we have had very light winds from the West steering East Caught some dolphins engaged at ship duty in general so ends the day  
Lat  $37.13$  Long  $55.34^{\text{West}}$

Sat 10

This day begins with still very light weather also very smooth, wind what there is from the W. P. West see dolphin the ship steering East engaged at ship duty  
Lat  $36.43^{\text{N.}}$  Long  $54.00^{\text{W.}}$



Aug 11 <sup>1901</sup> Sunday  
 This day has been  
 Calm all day Ship drifting about  
 with the sails down  
 Lat 36.29 North Long 63.25-

Monday 12..  
 This day begins  
 with calm weather ship laying with  
 sails clewed up see one steamer  
 going to the Eastward no observation

Tues 13.. This day begins with  
 light winds from the West ship steering  
 NE by East brok out 6 six Cask water  
 from a way abaft to trim ship. threw it away  
 also started a cask of Hard bread and  
 open the old Cask of slops to see if they  
 were all right found them OK  
 Lat 36.20 Long 52.20 West

5945
6804
2144
1436
36.20

14.49.01
239
14.46.22
206
14.44.16
90.00.00
75.15.44

2



See sperm whale

Lat 36.00 North

Long 50.40 West

Aug Wed 14

616.48  
1.16  
615.32

46.12  
1.2

46.24

35.52

75.34

09131

01393

9.28384

9.70041

11949

55974

157.50

78.55

46.24

32.31

260.13

4.26

2.54.49

6.15.32

3.20.43

Lat North 35.52

Lat 50.10 3/4  
Wed 14. Aug 1901

This day begins with moderate breezes from the West ship steering S East 1/2 E at 7 in the morning raised a large sperm whale showing a very good chance to strike him. The work busy bending the old mainstay sail then stowed the new one below. Also cut up the old foretop galentail as it was all worn out and rotten latter part sighted a large 4 four masted schooner steering to the South S East Lat 35.52 Long 50.10 3/4

Thurs 15.

This day begins with moderate breezes baffling around the compass middle part quite a heavy rain latter part calm with squalls hanging around put a new fly up to the mainmast truck

Lat 35.06 Long 48.22



Aug 16 1901

Friday

This day begins with very squally weather also heavy rains first part ship under lower topsail middle part the weather getting better began making sail latter part fine weather again Lat 35-02 Long 47.21 W

Sat 17.

This day begins

light winds from the ENEast 1000 sail in sight latter part sent down the royal repaired it and sent it aloft at 3 Pm ship steering SE 1/2 South Lat 34-37 Long 46.14 West

Sunday 18.

This day begins

with moderate breezes from the ENEast ship steering NEast see the smoke of a steamer in the distance so ends the day Lat 33-17 Long 44.00 West



Aug 1901

Monday 19

This day begins with moderate breezes from the East East ship by the wind on the Port tack the watch busy at ship duty

Lat 32.24 Long 42.06 W

Tues 20

This day begins with breezes from the East West ship by the wind on the Starboard tack see some sail at 9 AM hauled the light sail latter part sett then again wind hauled more to the south so ends the day Lat 31.37 Long 39.40 W

Wed 21

This day begins with fresh winds from the south ship steering along by the wind on the Starboard tack the watch engaged at ship duty so ends the day

Lat 31.37 Long 37.10 W



Aug 1901

Thurs 22

This day begins with light winds from the East ship by the wind on the Port tack middle part calm so furlled the mainsail and light sails ~~and~~ ~~3~~ ~~sails~~ & trying to get to the south one bound north east so ends the day Lat 31.58 Long 36.10 West

Frid 23

This day begins with calm weather ship laying with sails Clewed up waiting for a breeze light air from the ESE sprang up at 9 min in the morning. did not last long latter part calm Lat 31.51 N Long 36.02

Sat 24

To day begins with very light baffling winds ship trying to work to the Southeast the watch overhaling the blocks latter part breeze from the E. West. so ends the day Lat 31.44 Long 35.50 West



Aug 1901

Sunday 25

This day begins with fresh breezes from the South West also baffling about middle & latter part wind S West with squalls Brig with the light sail furled also on the starboard tack by the wind  
Lat 30 46 Long 34 08 West

Monday 26

This day begins with baffling winds from the S. East at 9 min we put the ship around on the port tack latter part heading S West so ends the day  
Lat 30.30 Long 33.24 West

Tuesday 27

This day begins with baffling winds from the E. S. East strong indications of the trades being nearby latter part ship heading S West on the port tack the watch busy overhauling the block  
Lat 28 46 Long 34 00 W



1901  
Aug 28

Wed

This day begins with  
baffling trades well out from the Eastward  
Ship by the winds on the Port tack heading  
South by East the work over hauling the blocks  
So ends the day Lat 26.26 Long 33.10

Thurs 29.

This day begins with  
Strong trades well out to the Eastward ship  
by the wind heading S. by E. East middle part  
See ~~one~~ sail steering off to the West.  
At 4 four PM furled the maintop galant  
sail. Lat 24.06 Long 31.35 West

Frid 30.

This day begins  
with Strong trades well out from the  
Eastward Brig under topsail & foresail  
and mainsail & fore & also main stay sail  
A very heavy swell running  
Ship steering sharp by the wind  
See 1 ~~one~~ sail past at night  
Lat 22.21 Long 30.22 West



1901  
August

Sept 31..

This day begins with moderate trades well out from the Eastward the wack engaged breaking out water also filling up with salt water *see 1 on sale* 4 four points off our lee quarter going along with us so ends the day Lat 21.00 Long 24.00

Sept 1901

Monday 1<sup>st</sup>

This day begins with strong trades ship by the wind heading  $\text{BEast } 1/2 \text{ South}$  *one sail passed* a long close to us steering to the north Lat 19.40 Long 27.37 West

Mon 2

This day begins with moderate Trades ship sharp by the wind *see 1 sail steering to the South* the wack engaged filling casks with water to trim the ship more by the head latter part fog squalls wind falling more to the East at 9 min PM tack ship headed to the North at 12 o'clock tacked again so ends the day Lat 18.06 Long 25.35 West



Sept 1901

Tues<sup>3</sup>

This day begins with light trades at 7 seven AM raised the Island St Antonio off our lee beam bearing West. also see 1 one sail or schooner latter part ship down to St Nicholas and laying about on differant tacks.

Wed 4<sup>th</sup>

This day begins with squally weather Capt went in to the shore with the boat but the Doctor would not let him land because he did not have his Bill of Health sign by the portugues Consack so returned on board ship to see what another day will bring forth

Thurs<sup>5</sup> This day begins with moderate winds from the SEast Capt did not dare to run the Brig down near the landing so the doctor could go on board as it was not safe for the ship to get out. so Capt went in with the boat again and told the doctor the state of things still he would not let the Capt land so Capt returned to the Brig.



And after a little maid sail and  
squared away for St Vincent Island  
so ends the day

Sept the 6. 1901

This day begins with moderate  
Trader ship down to St Vincent Capt went  
in with the boat but they would not let  
him land so he had to return to the ship and  
bring the ship into Anchor. got all snug up  
and sails furled also the deck too on board  
at 4 P.M. so ends the day

Sept 7. 1901

This day begins with fine  
weather ship at anchor in St Vincent Capt Cleveland  
went on shore at 8:30 A.M. at 4 P.M. returned on board  
bringing 4 extra men that he had shipped with him  
got the Brig under weigh and run down to the lower  
of the Harbor. a short distance sent the boat into the  
rocks and picked off 12 twelve men got them to  
the ship just at dark and shaped the course for  
Brava so ends the day



Sept 8. 1901

Sunday

Sighted the Island of Braava  
at 6.30 at eleven A.M. landed there and  
at 4 P.M. John came with a horse. Capt went  
up town left ship laying off. so ends the  
day

Monday 9.

This day fine weather  
Ship laying off ~~at~~ the Island of Braava Capt  
Cleveland on shore at 3 P.M. Capt Cleveland  
came on board with Mr Leomba ready for sea  
but the steward had left as he did not show  
up. so send the boat on shore again to lay  
off until near dark to see if the steward would come  
down. at dark the Boat returned to the ship  
but the steward had deserted. so kept the  
Brig off ~~at~~ by  $S\frac{1}{2}$  South for sea and made all  
sail

Tues 10 This day ship steering  
a long S by  $S\frac{1}{2}$  S. Capt fitted the 16 men  
out with clothing. Left 11.57 Long 25.25



Sept 11 1901

Wed

This day begins with moderate trades engaged repairing the main topsail. latter part rain squalls & wind baffling winds. So end the day

Thurs 12

This day begins with fresh winds from the West middle part very strong, squalls so had to reef the main sail and furl the fore topsail & jib *see one sail steering to the North at sundown* began to make sail again

Frid 13

*Sweet winds*  
light ~~trades~~ ship by the wind on different tack just at night *see one sail going along with us* The watch engaged repairing the gaff topsail. so ends the day Lat 10.40 Long 23.08 W

Sat 14 Today begins with ship on the starboard tack heading S by South wind light *(one sail in sight)* the watch busy overhauling Block so ends the day Lat 10.08 Long 23.25 West



Sept 1901

Sunday 15

This day begins with moderate breezes from the N. & W. ship steering S. by S.  $S\frac{1}{2}$  South 1 sail in sight  
Leat 9.40 Long 23.04

Monday 16

This day begins with moderate breezes from the west. At 9 am wind came out in a squall from the E. & S. E. saw 1000 sail a bark bound to the north with his foretopmast gone had all sail set on the main. and just the lower foretop sail & foresail set <sup>forward</sup> with 2 jibs no observation to day. so end the day at eight in the evening see 1 Steamer.

Tues 17 This day begins with baffling wind from the S. & E. at 10 am the latter mast haled to the S. by S. so put the 12g on the starboard tack no observation. had a considerable rain



Sept <sup>18</sup> 1901

Wed

This day begins with fresh breezes from the S.W. ship on the Starboard tack heading S by South the watch engaged at ship duty at 3 PM tack the ship around on the Port tack  
Lat 106.20 Long 22.17 West

Thurs 19.

This day begins with moderate winds from the S.W. ship on different tacks trying to get to get to the south  
Lat 105.57 Long 22.21 West

Frid 20

To day things are about the same as yesterday the wind does not seem to favor us as yet still we will not give up  
Lat 105.23 Long 21.58 West



Sept 1901 Saturday 21

This day begins with squally weather with lots of rain also the wind all around the compass latter part wind S West no observation at end the day = " = " = " = " = "

Sunday 22

This day begins moderate trades from the S East ship by the wind on the Port tack heading N S West latter part the same Sea 103.38 Long 22.08 West

$$\begin{array}{r} 9.5-2.15- \\ 1.67 \\ \hline \text{chr } 3.50.18 \end{array}$$

$$\begin{array}{r} 5223 \\ 12 \\ \hline 52.35- \\ 03.36- \\ \hline 90.33 \end{array}$$

$$\begin{array}{r} 00085 \\ 00002 \\ \hline 9.45716 \\ 9.54969 \\ \hline 900772 \\ 50386 \end{array}$$

$$\begin{array}{r} 2/146.43 \\ 93.21 \\ \hline 52.35- \\ 20.46 \\ \hline 2.28.50 \\ 7.07 \\ \hline 2.21.43 \\ 3.50.18 \\ \hline 1.28.36 \end{array}$$

$$\begin{array}{r} 8948 \\ 6.41 \\ \hline 03.07 \\ 31 \end{array}$$

Lat 03.38

$$\begin{array}{r} 0029.29 \\ 1.19 \\ \hline 30.48 \\ 2.17 \\ \hline 9033.05 \\ 9000.00 \\ \hline 9033.05 \end{array}$$

Long 22.08 3/4 West Sept 22 1901



Sept 1901 Monday 23.

This day begins with fine trade ship heading W by 1/2 N at 3 PM the jib topsail pennant parted also tore the sail a little made new ones and set the sail. have been working on the large Sharpez getting her ready to use  
Lat 01.27 <sup>North</sup> Long 24.16.

Tues 24

This day begins with moderate East trade ship by the wind heading W by South 1/2 South the fore royal leech rope parted so tore the sail quite badly engaged. repairing it at 4 PM got the sail finished and bent it so ends the day.

Lat South 00.29 <sup>m</sup> Long 26.04 W. m.

Crossed the equator today.



Sept 1901 Wed 25

This day begins with moderate trades  
1 sail in ~~the~~ sight steering along with  
us but the Leonora seems to be going  
2 ft to her starboard at sundown the sail  
is out of sight astern. with clear weather  
the watch engaged at ship duty  
Lat South 01 54 Long West 27 13

Thurs 26

This day begins  
with moderate trades the watch  
attending to ship duty at 3 PM  
sighted 1 one sail ahead going along  
with us at sundown we are fast  
gaining up on the sail that is  
ahead of us Lat South 04 08 Long 28 21

Frid 27. This day begins  
with moderate trades the watch busy  
repairing the jib top sail.  
Lat South 09 41 Long 28 38



Sept 1901 Oct 28?

This day begins with fine weather trades very light the watch engaged repairing the fort of galantia at 4 PM got it ready and sent it afloat also sett it had to operate on one of the Boatsteers as he was in very bad condition (Roman)

Lat 12 26 S. Long 28 38 W

Sunday 29

This day begins with light trades well out from the southward 3 thru sails in sight 1 on steering to the Northwest Lat South 14 24 Long 28 47

Monday 30

This day begins with light trades ship steering S S West 1 on sail passed no steering to the North the watch busy at ship duty in general Lat 16 44 S Long 29 12 W



1901  
Oct 1st

Tues 1

This day begins  
with very light weather. The watch engaged  
at ship duty latter part very near calm  
Leat 18.19 South Long 28.36 W

Wed 2

This day begins  
with very light tradez. Ship steering  
S by E passed the Island of Trinidad  
during the night so did not see it  
The Capt engaged putting the scap  
Hooper together and setting it in its  
place. ~~see~~ *one sail from a loft*  
Leat South 21.12 Long 29.24 W  
Quarterbridge the Boatster still below

Thurs 3

This day begins  
with fine weather ship steering S by East  
The watch attending to ship duty  
Quarterbridge still off duty with firmial  
Leat South 23.15 Long 28.30 W



Oct 19.01

Friday

This day begins with fresh winds from the ENE rather squally the wash breaking over the water. *see 1 sail steering to the West by the wind*  
No observation

Sat 5. This day begins with the wind very light from the North the heavens seem full of rain. ~~as~~ or was last night by the way it poured down. The wreck has been busy overhauling the blocks. *see 1 sail working to the north*  
Lat South 27.21 Long 25.56 West

Sun 6 This day begins with moderate winds from the E. & East Ship steering S by E 1/2 East *see 1 sail steering to the E & East tried to exchange Longitude but could not make the day out.* Ship Lat South 29.18 Long 24.07



Oct 1901 Mon 7<sup>th</sup>

This day begins with heavy rain all day wind from the North no observation.

Tues 8

This day begins with calm weather ship laying with her sails most all clewed up  
So ends South Lat 32.17 Long 20.58

Wed 9 This day we have had moderate breeze from the SSW ship on the starboard tack steering by the wind.  
Lat South 32 24 Long 19.32 W

Thurs 10 This day begins with calm weather ship lay with all sails clewed up at 8 AM sent down the upper foretop sail to repair it. at 3 PM finished repairing the sail and sent it aloft. Lat 32 52 South Long 18.23 W



Oct 1901 Frid 11.

This day begins with breezes from the ENE & weather very unpleasant so ends the day with not observation

Sat 12

To day we have had very squally weather with lots of rain and strong winds with some thunder & lightning

Lat 36 00 S Long 14 00 West

Sunday 13



~~Land~~ This morning begins with the Island of Inaccessable in sight some point off the Port Bow at 6 o'clock Luffed the ship up by North for Tristan Island wind strong with heavy squalls from the S.W. also hail. at 320 A.M. lost sight of the Island as team also bursted or split the main ~~tr~~ trisail and found it was entirely ~~roted~~ rotten to pieces. So ends the day wind heavy from the S.W.



Oct 1901 Monday 14

This day begins with fresh winds from the West ship sailing along S.E. by East with all the square set making good time  
Lat South 36 44 Long 07.44 W

Tues 15.

This day begins with moderate breezes from the West Capt gave out Boots to the new men latter part light rain squalls so ends  
The day Lat 36 52 Long 04.17 West

Wed 16

This day begins with very light winds from the West latter part calm the watch engage repairing over and old sails  
Lat 37.16 Long 01.06 West



Oct 1901 Thursday 17.

P This day begins with winds from the ENE looking very much light bad weather at 8 AM reefed the mainsail. at 10 ten furled the light sails. raining quite hard at 2 PM furled the Pupper topsail also in a little while furled the foresail and fore it had taking it in at 5 PM Brig with loose foretop sail and main staysail sett steering S by South at 6 o'clock the wind blowing hard at 7.50 hove the Brig two wind blowing hard so ends the day no observation

Frid 18 This day begins with better weather wind moderating so made a little sail and kept the Brig off East middle & latter part good weather send the foresail down and spread in on the house so as to dry it. also sewed some on it  
P Lat South 39.00 Long 0221 East  
East Long



Oct 1901

Sat 19.

This day begins with good weather wind from the west NW then steering East the work engaged repairing the foresail latter part finished the foresail and bent it. Light squalls from the west so end the day Lat South 39.21 Long 06.07 E  
see at right Whale turn fluke &

Sunday Oct 20

This day begins with fresh breezes from the NW then  
Brig with all the square sails set  
latter part rove a new wheel rope  
also furled the royal & top galant sail  
at 5.30 furled the foresail  
Lat 40.28 S Long 09.34 East

Monday This day begins with heavy winds  
ship running under topsails with a heavy  
sea running boats lashed to the davit  
heads middle part the same latter  
part moderating so set the square sails  
all of them Lat 41.05 Long 12.16 East



Oct 1901

Tues 22

This day begins with very strong wind from the West also a heavy sea running at 3 P.M. wind blowing heavy in squalls very hard work to steer the Brig there being such a heavy swell running ship rolled down and broke the beam to the starboard boat so had to shorten sail and heave the Brig too under main stay sail & for staysail with the head of the fore stay sail bobbed no observation Heavy Gale

Wed 23

{ Heavy Gale } moderating This morning early kept the ship off sea and began to make sail. At 8 o'clock on all sail set wind moderate from the S.W. West. Broke out a cask of hard bread. Enterbridge still below of duty with the Thymel disease.  
Lat 40.41 S Long 19.28 East



Oct 24. 1901

Thurs

This day  
begins with moderate breeze from  
the west ship with all the square  
sails sett steering  $DE\frac{1}{2}$  S the watch  
busy at ship duty so ends the day  
Leat 4055 South Long 2240 East

Frid 25

This day begins  
with fine weather ship with all the  
square sails sett. Outerbridge still  
below off duty with the Hancock  
Leat 41.30 South Long 2552 E

Sat 26

This day begins  
with moderate weather the watch breaking  
out water latter part about calm  
so ends the day  
Leat 41.46 S Long 2857 E



Oct 1901

Sunday 27<sup>th</sup>

See sperm whale

This day begins with moderate breezes from the S East Breeze on this Starboard Tack middle part began to breeze on so furl'd the light sail and put 1000 reef in the mainsail latter part ballanced the mainsail furl'd the jib & upper topsail so the put the ship around on the port tack  
Lat 41.10 South no long

Mon 28<sup>th</sup>

This day begins with N East winds also thick fog latter part wind North with heavy rains  
no observation

Tues 29<sup>th</sup>

This day we are having strong winds from the S West ship under lower topsail and foresail & jib & main topsail latter part a little more sail. Under bridge still below with the Premerie so ends the day

Lat 41.5-9 South

Long 33. 47 East



Oct <sup>1901</sup> 30

Wed

This day begins with very moderate weather. The watch busy at ship duty. The Capt put a stove up in the ~~forecastle~~ latter part calm. Quarterbridge still off duty. Lat 42.51 South Long

Thurs 31.

This day begins with light winds from the ENE ship steering sharp by the winds on the Port tack. Middle part began to breeze on ship with all sail set at 4 PM reefed the mainsail. Wind freshening so ends the day. Lat 42.57 South Long 158.56 East

Nov 1901

Frid Nov 1st

This day begins with strong winds from the S West ship steering SE by S. Latter part furled the upper foretop sail also ballanced reefed the mainsail. So ends the day. Quarterbridge still below deck.

Lat 43.53 South Long 42.00 E



Nov 1901 Sat 2

This day begins with moderate breezes from the West ship with all the square sails set latter part fog squalls. with the wind breezing on so at 5 PM pushed the royal Lat 44.28 South Long 45.26 East

Sunday 3.

This day begins with moderate breezes from the NW but at sundown wind light weather looking fine so ends the day Lat 45.12 S. Long 49.06 East

Chrom	11.13.10	46.26	Dec	14.37.10	
Sub	2.38	12		2.17 S	
Log	11.10.32	46.38		14.34.53	
	14663	44.29		1.46 a	
	01429	75.23		14.36.39	
	90701	166.30		90.00.00	
	97755	83.15		75.23.21	
	00668	46.38			
	50334	36.37			
				228.40	
				16.21 S	
				12.12.19	
				11.10.32	
				3.01.47	
				Long 45.26 3/4 East	

Time by watch 12.26  
 Lat South  
 Nov 2. 19.01  
 Long 45.26 3/4 East



Mon Nov 4. 1901

This day begins with thick rainy weather wind E. S. East at 5.40 AM raised Crozier Islands Apostles wind breezing on strong so furlled the foresail and upper gortopsail wind haled to the N. West latter part thick weather  
No observation.

Tuesday 5.

This day begins with very heavy winds hove the ship to at 10 o'clock this morning with all sail furlled but the main staysail. a very heavy swell running. at 8 o'clock this morning kept ship off and ran awhile under staysail weather growing better latter part very near calm Lat 46.12 South Long 54.57 E

Wed 6 This day begins with moderate weather ship with all the square sails set no observation  
Quarterbridge still below off duty with the Penurial. so end



Nov 1801

Thurs 7<sup>th</sup>

This day begins with very light winds middle part calm ship with the most of her sail furled latter part a light breeze blowing up from the E.S.E. so made sail ship on the Port tack  
*Enterbridge came on duty to day having been below 39 days Lat 47.22 S. Long 59.32 East*

Frid 8<sup>th</sup>

This day begins with moderate breezes from the West steering S.E. by S. 1/2 South latter part began to breeze on so furled the light. Lat 47.59 Long 61.15 E

Sat 9

This day begins with very <sup>heavy</sup> weather ship running with lower topsails set & foresail middle part furled the foresail latter part a very bad running so furled all sail  
Lat 49.01 Long 65.08 East



1901

Nov Sunth 10

~~Land~~ Land

This day begins with very heavy winds at 3 PM sighted the Island of Ferguelin at 4 PM sighted Volatira Island. Run the ship down just around of Cape Herburn and reefed her down snug as it was blowing on strong with thick snow squalls and then lay on different tacks

Nov 11 This day begins

with heavy snow squalls from the W. West at eight o'clock kept ship off for Table Bay at 10 ten o'clock dropped anchor in the Outer Bay in 25 fathoms water wind blowing hard with snow squalls at 2 PM dropped the second anchor and gave the ship 65 fath chain at sundown moderated some sent the boat on shore after Elephant seal

~~Table Bay~~ Table Bay



Tues  
Nov 12. This day finds us laying  
at anchor in the Outer harbor  
Snow squalls and heavy winds  
Ship laying with 2 two anchors down  
Do ends the day

Wed 13 This day begins with  
very light Pease finally died out  
Calm so got the ship underweigh  
and tried to tow her into the inner harbor  
after a short while got a light breeze  
from the Eastward and sailed  
the Brig into the inner harbor and  
anchored in seven fathoms water just  
under Table Mountain latter part  
2 two boats went on shore and got a load  
of blubber &c ends the day

Thurs 14. This day engaged  
getting ready for business by sending  
20 twenty Casks on shore

15 Frid  
Sat 16



# Table Bay

1901  
Nov 17 This day begins with  
" fine weather ship laying in  
" Table Bay with 2 ankers down  
"

" Mon 18

" Tues 19

" Wed 20 3 boats gone on shore

Thurs 21 1 " " " "

Frid 22 Mr Leon bo gone down to  
the Cowy to camp with his crew  
Capt Le began to boil middle part  
wind blowed so had to cool down  
latter part good weather

Sat 23

Sun 24

Mon 25 boiled half the day

Tues 26 Stowed & boiled a little

Wed 27 boiled all day

Thurs 28 Stowed down & pumped water

Frid 29 All hands mincing blubber

Sat 30

~~Sun 31~~



Sun 1 Dec 1901 Ship laying in  
Table Bay getting Elephant & C

Mon 2 Table Bay

Tues 3

"

"

Wed 4

"

"

Thurs 5

"

"

Fri 6

"

"

Sun 7

"

"

Mon 8

"

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Tues 9

"

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Wed 10

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Thurs 11

"

"

Fri 12

"

"

All the month

Jan all the month

Feb " " " "

March 1

"

2

"

3

"

4

"

5

"

6

"

7

"

8

"

9

"

10

Two thousand lbs

Stowed below

March

got ship underweigh

and went over to Sprightly Bay



March 11 1902 Anchored the ship  
in Sprightley Bay " " "

April 12

Today 2 boats down to cave  
beach getting blubber also gang stowing  
down the Petivene deck, weather good,

May 4 1902 Sent one boat down to cave  
beach to bring up the remaining blubber.  
also Mr Leombo & his man got the blubber  
off but could not get Mr Le off as it came  
on ver rough. boiling on board, had to  
cool down at 3 PM Too much wind 40 bbls  
more blubber on deck to be boiled out.

Tues 7. 1902

This Day begins  
with moderate winds from the SEast  
engaged stowing down Oil at 11 eleven AM  
The boat came up from the cave bringing  
the small dinky middle part blowed  
on strong with rain so could not work  
have about 30 bbls of blubber on deck to  
be boiled out. The steward is ver sick



May 8<sup>1902</sup> Kerguelen Islands

This day begins with fresh breezes began boiling also got some raft of water off 7 seven cask. at 3 PM finishing boiling all the blubber fudge we have about 35 bbls of Oil on deck. so ends the day

Friday 9<sup>th</sup>

This day begins with snow squalls and strong winds engaged stowing things away and cleaning up some latter part stowed the Oil below. finishing up the Oil working now to get ready to start for home

Sat 10<sup>th</sup>

This day begins with fresh winds from the North Engaged getting water on board latter part water all on deck also broke the dinker up for wood



Sunday <sup>the</sup> 11 1902

This day began with moderate weather engaged stowing the water below & clearing the decks at 12 twelve o'clock got dinner. then began to take the anchor broke ground at 3 three PM and sailed out the harbor with main top galant sail set

Monday 12

This day wind from the west & west at dark ship abreast of Royal Sound land 8 miles distant.

Tuesday 13

This day wind from the north

Wed 14

wind at West

Thurs 15

Wind strong from the at West  
Leat 46.34 S  
Leang 73.06 E



~~May 16~~  
1902

Friday 16.

This day begins with the wind from the West latter part blowing strong. ship hove to

Sat 17.

This day wind from the West gradually moderating

Sun 18.

Mon 19 heavy weather

Tues 20 This day begins with squally weather ship under close reef sails At daylight a Bark passed just eastward of us steering East with main royal set. latter part moderate same  
Lat 41 32 South Long 73 18 East

Aden came on board and stowed the bow Boat.



May <sup>1902</sup> 21

This day begins with wind from the West. No observation

Thurs 22

This day begins with squally weather. the Steward is very sick  
Lat 40.28 Long 74.13 E

Friday 23

So day the wind has favored a few hours broke out a cask of water. also cut a hole into the head of the Bread cask and took some out  
Lat 39.34 S. Long 75.15 ~~West~~

Sat 24

So day the weather is quite good with only a rain squall  
Ship heading North. Lat 38.00 Long 74.59 E



1902

Sunday - May 25<sup>th</sup>

This day begins with moderate winds from the West latter part calm broke out flour and cleared up the run no observation Lat 26.28 S

Mon 26

To day begins with moderate winds from the West but the wack engaged cleaning ship also sawed up the two davits ship by the wind on the Port tack heading North  
Lat 36.22 S. Long 73.07 E

Tues 27

To day the wind is from the West West Ship on the Port tack with reef mainsail & storm sails set the has been off duty sick during the last 10 ten days and is no better. seems to frost bitten in the feet as near as I can tell. also the steward is no better seems to be fading away Lat 34.50 S. Long 73.02 E



1962  
May 28. Wed

This day we are having  
calm weather ship laying still the  
watch busy breaking of out water &  
small stores Lat 33.45 S Long 72.25 E

Thurs 29

This day begins  
with wind from the S.E. West Ship steering  
N by North the St Mate still below  
off duty with sore feet. The Steward  
is very sick. Lat 33 47 S Long 71.25 E

Frid 30

This day the  
wind is from the S.E. West Ship steering  
N by North went down into the fore hold  
yesterday to check some Cask found  
that 7 seven Casks of Oil had got wet  
and was stowed so that the Oil was  
all run out of them Such is luck  
or poor stowage. no observation  
to day



May <sup>1902</sup> 31 Sat

This day begins with moderate breezes from the SDE ship steering west  $42^{\circ}$  North the wack attending to ship duty the first mate still below with sore feet. the ste wart seems to be loosing strength  
Lat 33.48 S. Long East 66.01

John W Enley Died at 8.30 P.M. Age 30  
June 1st

This day begins with moderate weather wind light from the East took John W Enley's remains up on deck and got it ready for burial at 12 twelve o'clock buried it. latter part wind very light Lat 34.06 S. Long 64.51 East

Mon 2

This day begins with moderate weather wind NEast sold John W Enley trunk & shoes got \$320 for the lot Lat 34.17 S Long 63.05 E



June Tues 3 1902

This day begins with winds from the North to the N.W. ship by the wind on the Starboard tack middle part furled the light sails latter part reefed the mainsail. Lat 34.44 S. Long 59.44 E

Wed 4

This day begins with Calm weather. Engage repairing the mainsail latter part light winds from the N.W. West

Lat 34.50 S. Long 58.52 E

Thurs 5

This day we are having Calm weather

Lat 34.02 S Long 58.42 E

Frid 6. Today we are having very moderate wind from the N.W. West ship by the wind on different tacks

Lat 34.14 S Long 58.10 E



June Sat <sup>1902</sup> 7.

This day begins with light N.W. West wind latter part the same heat 34.16 S long 57.34 E

Sun June 8.

This day begins with very light winds from the N.West. so ship set the mainsail very hard and tore a hole in it, mended it and end furled the sail latter part the about calm so ends the day the mate still below sick heat 33.8 S long 57.24 E

Monday 9.

This day begins with very light air from the N.East at 9 am wind freshened a little ship steering N.W. West latter part wind East very light heat 33.05 S long 58.07 E

n



June 1902 Tues <sup>th</sup> 10

This day begins with fine breezes from the NEast ship steering NW West no observation

Wed 11

This day begins with very light weather the watch began breaking out water & stores latter part Calm Lat 33.02 S. Long 52.32 E

Thurs 12

This day begins with very light weather wind NEast ship steering NW West the watch engaged scraping the mast Lat 32.57 S Long 51.32

Friday <sup>th</sup> 13

This day begins with NW winds ship having a hard struggle to get to the westward no observation to day butted the old foredail this morning also tore the main topmast stayrail & so it goes



Sat June 14

This day begins with very light winds, also a very heavy swell running from the West got the new foresail up and bent it, also repairing the staysail at dark strong winds from the N West

Lat 32.46 S. Long 48.54 E

Sun 15

This day begins with strong winds from the N West Brig on the Port tack Lat 31.30 S. Long 49.05 E

Mon 16

This day begins with very light winds from the N West ship trying to get to the west but it is hard work, engaged mending the maintopmast staysail Lat 30.49 S Long 49.25 E



1902  
June

the  
Tues 17.

This day begins  
with moderate winds from the  
S.W. at 9 AM wind freshened  
middle & latter part fresh breezes  
Ship steering W by N  $1\frac{1}{2}$  N  
Sperm Lat 30.32 S. Long 48.10 E

Wed 18.

This day begins  
with fine breezes from the S.W. at  
at 2.30 AM see 2 too large sperm  
whales heading in towards Port Dolphin  
Sperm Lat 30.13 S Long 44.55 E

Thurs 19.

This day begins  
with calm weather  
no observation

Frid 20

This day we are  
having calm weather, sent the royal  
yard aloft and varnished it, also sent  
the foretop galley down and repaired it at



Sundown sent it aloft again and  
 with it se incl, the day  
 Lat 30 25 S Long 43.34 E

Err 630 S		
Egn 107 A	11.27.07	27.07
	6.30	12
Wach 217	11.20.37	27.19
Lat 30.25 S		30.25
		113.26
	06431	
	03734	171.10
	8.88654	85.35
	9.92968	27.19
	<u>18.91791</u>	<u>58.16</u>
	45895	
23.26.15	2.13.46	
	1.07	
<u>23.26.12</u>	<u>2.14.53</u>	
	12	
23.26.14	14.14.53	
90.00.00	11.20.37	
<u>113.26.14</u>	<u>2.54.16</u>	
June 20. 19.02	43.34.6	

June 21 This day begins with  
 very light winds from the ENE the wash brassy  
 washing ship. Lat 30.20 S. Long 42.57 East



June 1902 Sun 22

This day begins with breezes from the N. East at 10 am wind changed to the N. West ship on different tack trying to get to the West  
{ Just at dark } Lat 30.28 S. Long 40.48 E.  
{ Sun, 1 sail & 1 steamer }

Monday 23

This day begins with strong winds from the N. West ship under reef sails latter part wind favored a little  
Lat 29.45 S. Long 40.44 E

Tues 24

This day begins with wind from the S.S.W. Ship steering W by North at 2 PM luffed the ship up sharp by the wind on the port tack headed W  $\frac{1}{2}$  South also bent the fore Royal and carried it set a little while latter part wind moderate  
Lat 29.34 S. Long 38.46 E



1902

June

Wed 25

This day begins with very moderate weather middle part wind freshened a little from the South the watch busy cleaning the spare  
Lat 30.07 S Long 36.22 E

Thurs 26

This day begins with moderate breeze from the North middle part increased a little so that the ship is sailing along 5 five knots an hour the watch busy at ship duty  
Lat 30.47 S Long 34.36 East

11.4 9.30

6.36 total

Frid 27

wind very light

Lat 32.37 S Long 31.54

Sat 28

Calm the most of the day Lat 33.02 S Long 30.24 East " = "

12.42.07

22.31

Equ 249 a

6.39

Watch 2.43

55 Pub



1902  
June

Sunday 29

This day begins with calm weather at 10 in AM light breeze sprung up from the SE East  
Lat 33.07 S Long 29. 59 1/4 E

Monday 30

This day begins with wind from N West very light  
Lat 34.00 S Long 29. 8 E

1902

Tues July 1st

This day begins with very moderate weather. Ends the same  
Lat 34.06 S Long 29.07 E

Wed 2

Today we are having fine breezes from the SE & ship making good time  
Lat 35.32 S Long 25. 54 E



July 1802

Thurs<sup>th</sup>

This morning

The wind haled around to the NW  
and began to blow so shorted sail  
middle part Brig with lower topsail  
and cleat reef mainsail setta with  
a very bad sea running. Latter part  
the same no observation — " — "

Frid July 4<sup>th</sup>

This day wind began to  
moderate down so made a little sail  
latter part wind blowed on again beat 36.24<sup>3</sup> Long 24.20 E  
Lat 5

This day we are having  
heavy winds from the N West & NW also  
a very bad sea running ship on diferant  
tacks having a very hard beat trying to  
get around the Cape

Lat 36.48 S Long 23.53 E



July 1902

Sun 6

This day begin  
with squally weather were ship around  
on the starboard tack weather very  
bad. Lat 36-06 S Long 24-22 E

Mon 7

The weather still  
very bad wind N. or West with very  
heavy squalls & a very bad sea I  
running lost our gang way board  
and shipping lots of water. latter  
part began to moderate a little  
Lat 35-34 S Long 24-03 E

Tues 8.

This day begin with  
calm weather ~~2 sails~~ in sight trying  
to work to the westward latter part  
calm Lat 35-21 S Long 22-40 E



July 1902

Wed 9

This day begins with calm weather 1 sail in sight middle part breeze sprung up from the West ship on different tacks with reef mainsail set ~~beat~~ Lat 35 50 S Long 22.22 E

Thurs 10

This day a light breeze sprung up from the West last night about 2 two hours then haled around into the N.W. and blowed on strong with a heavy sea running Lat 35 37 S Long 21 30 E

Friday begins with very heavy weather with wind West. West Breeze on different tacks with lower topsail and ballance reef mainsail & foretopmast staysail set 1 sail steering to the East we are having a hard beat of it in trying to get around the Cape Lat 35 38 S Long 21.18 E

The mate still off duty with sore feet



July 1902

Sat 12

This day begins  
with very heavy weather.. wind from  
the N.W. no observation

Sunday 13

P To day  
the wind is still blowing from  
the N.W. also a very bad  
sea running no observation  
Straighten out the Hooks to the fore  
lower topsail sheet.. after a while  
goose wing the topsail.. so ends

Mon 14

This day begins  
with the wind gradually moderating  
middle part wind quite light  
latter part the same

Lat 35.47 S. Long 21.29 E



July 1902

Tues 15

This day begins with moderate winds from the NW West ship on different tacks trying to work to the NW West. Went ~~the~~ new for topsail  
Lat 36.16 S. Long 20.51 E — " — "

Wed 16

This day begins with squally weather at 8 AM wind came out in a squall from the SW West so shaped a course NW by North and set all sail middle & latter part Brig making good time Lat 36.40 S No Long

Thurs 17

This day begins with moderate winds from the SW West middle part see 1 Sail steering along the same as we are. wind still fair  
Lat 36.17 S. Long 17.00 E  
Went the old topsail & main top galant topsail



July 1902

Frid 18

To day

begin with fine breezes from the  
S. West ship steering N by W  $\frac{1}{2}$  West  
the watch busy a Ship duty

Lat 33.26 S Long 146.26 E

Sat 19

This day begins with

fair weather ship sailing along N by W  $\frac{1}{2}$  W  
at 4 P.M. see a lone sperm whale going to

The S. East Lat 31.55 S Long 12.02 E

Sunday 20

This day begins

with fine breezes from the South ship steering  
N by W  $\frac{1}{2}$  West middle & latter part the same

Lat 30.13 S Long 10.26 E



July 1902

Mon 21

This day begins  
with fine winds from the south  
By steering N by W making good time  
the watch thus repairing the mainsail  
also cleaning the main boom —

Lat 24° 26' S Long 083° 0' E

Tues 22

This day begins  
with very light winds from the north

Lat 24° 08' S Long 074° 05' E

Wed 23

This day begins  
with still very light winds repaired  
the mainsail which kept it so until the  
day

Lat 24° 56' S Long 064° 07' E

Thurs 24

This day begins  
with calm weather all day

Lat 24° 08' S Long 051° 24' E



July 25<sup>1902</sup>

Frid

This day begins with squally weather wind from the West at 3 PM wind came out from the South quite fresh Sea 123.24 S. Long 04.04 E a steamer ~~Red~~ ~~Red~~ ~~Red~~

Sat 26

This day begins with fresh trades from the SE ship steering N by N 1/2 West latter part moderated some Sea 121.24 S. Long 01.48 East

~~Sunday 27~~

2.17.53  
7.12

37.42  
12

19.36.01  
19

W 215

2.10.41

37.54

19.36.13

03102

2.11.39

21.24

1.23

02565

6.16

109.35

19.34.50

095679

2.17.57

16.55.53

90.00.00

9.56050

2.10.41

84.26

109.34.50

90449

07.16

37.54

45.224

01.48 East

46.32

July 26. 1902



July 27 <sup>1902</sup> Sunday  
This day  
begins with very light trade ship  
steering N by W 1/2 W at middle & latter  
part the same dead 19.47 S. Long 00 31 E

~~West~~ Monday 28.  
This day  
begins with fresh trade ship steering  
N by W 1/2 W at dead 18.15 S Long 01.18 W

Tues 29.  
This day still  
begins with fresh trades. at 2.30 P.M.  
Change the ship course to N W 1/2 W at  
dead 16.27 S Long 03.32 West

~~Land~~  
Wed 30 This day begins with  
fresh trades. raise the Island of St Helena  
at six o'clock & one point 1/2 off the Port  
Bower at 12 noon came to anchor in the  
Harbor of St Helena in 14 fathoms of water  
Capt L went on shore after dinner



July 31 1902

Anchor

Thurs

Ship laying at

August 1<sup>st</sup>

Friday

St Helena

Gave liberty afternoon Sat 2 St Helena

liberty — Sunday 3 St Helena

Mon 4 St Helena

~~Started for home~~ Tuesday 5 at 12 noon  
Clock got under weigh and started  
for home everything all right

Wed 6

This day we  
are having a fine breeze ship  
making good time Lat 14.06

Long 08.25-74

we have 1 Consul man also 1 Cabin passenger



Aug 19.02

Thurs 7.

This day begins  
with fine breezes ship making good time  
Leat 12.07 S Long 09.49 West

Frid 8

This day begins  
with fine trades ship steering N by W 1/2 N  
The wack engaged at ship  
duty in general. Leat 10 15 S Long 11.28 W

Sat 9.

This day begins with  
moderate trades. The wack engaged painting  
also scraping the fiberoom & varnishing at  
Leat. 8 50 S Long 12.50 West

Sunday 10.

This morning at  
5 feet water raised the Island of  
Ascension 2 two points off the Starboard  
Aprax so sailed the ship down pass the  
Island. also gave our name by signal  
ashore. at sundown the Island out of  
sight so ends the day. all well on ship



Aug 1902 Monday 17<sup>th</sup>

This day begins with fine trades the watch engaged painting the outside of the ship. It ends the day with all well

Lat 06.53 S Long 17.07 West

Tues 18<sup>th</sup>

This day begins with squally weather, with a fine breeze ship steering N by E West the watch busy attending to ship duty latter part broke out (water) Lat 06.05 S Long 19.54

Wed 19<sup>th</sup>

This day begins with fine trades with light rain squalls occasionally the watch busy dressing down the rigging with lead color Paint & ~~tar~~ tar The Boy got saucy to the mate so had to put him in Irons down the run a while so as to cool him off a little. Lat 05.32 S Long 22.25 West



August 1902 Thursday

This day begins with moderate trades the men engaged taking the rigging down. The Capt is engaged making a gang way board in the place ~~at~~ the one we lost while coming around the Cape.  
Lat 04.50 S Long 24.20 West

Friday 15

This day begins with moderate trades - see 1 large merchant ship steering to the south  
Lat 04.16 S Long 26.55 West

Sat 16

This day begins with moderate trades ship steering N by N 1/2 N. Latter part luffed the ship up N. by N. Lat 03.50 S Long 28.50 West



Aug 1902

Sunday 17<sup>th</sup>

This day  
begin with moderate trades ship D.  
making good time *See 1 on Steamer*  
steering to the south & west.

Lat 0 15-3.. Long 30-20 West

4..24..20	53.50	M 2..16	13.35.59
6..43	12	E 6.43 S	1.40
4..17..45	54.02	E 4.06 a	13.37.19
	1.15		1.57
00010	103.35	Lat 0 15 South	13.36.22
01232	154.52		90.00.00
9..26335	79..26		103.35.22
9..63239	54..02		
90816	25..24		
45408			

2..12..14	30..21 1/4
4..06	
2..16..20	
4..17..45	
2..01..25	Aug 17.. 1902

Mon 18<sup>th</sup> This day begin  
with very moderate weather started  
the works and hoiled out 1/2 bbls of  
blubber then began and tore down the  
try works also hump the ship and  
found lots of Oil & water in the hole  
Lat 00 23 N.. Long 31.50 West



Aug 1902

Tues<sup>th</sup> 19

This day begins  
with moderate East trade ship steering  
Ship  $4\frac{1}{2}$  m. The work busy painting  
Sea North 0154 Long 33.34 West

Wed 20

This day begins  
with very moderate trade. we cut  
to the Eastward. The work busy painting  
The Iron work.

Sea North 03.53 Long 35.12 West

Thurs 21

This day the  
wind is very ship is first steering  
Sea North 05.46 Long 35.44 West

Frid 22

This day begins  
with calm weather and very warm  
latter part very light wind

Sea North 06.57

Long 35.40 West



Aug 1902

Sat 23

This day begins with very moderate weather wind changing about middle part very heavy rains Sea 0793 North 22.5-5-5 M

Sun 24

This day begins with very light winds from the S.E. middle & latter part calm also very warm Sea 108.19 N Long 36.26 West

Monday 25

This day begins with calm weather ship laying with all the light sails clewed up at 1-5 PM a light breeze sprang up from S.W. West Sea North 08.35 Long 36.35 West

Tues 26.

This day begins with very moderate weather wind from the N.W. middle & latter part the same Sea North 09.29 Long 36.35 West



Aug 1902

Wed 27.

This day begins  
with calm weather and the good  
Lord knows when we will ever get  
a breeze so as to get started along  
Lat North 09.31 Long 36.49 West

Thurs 28

This day begins  
with moderate trades ship steering along  
N by N  $42^{\circ}$  E

Lat North 10.48 Long 38.45 West

Friday 29.

This day begins with  
very light trades ship steering N by N  $42^{\circ}$  E  
latter part the wind freshened up  
Lat North 12.40 Long 40.13 West

Sat 30

This day begins  
with moderate trades  
Lat North 14 43 Long 43.13 W



Aug 31 1902

Sunday

This day begins with very moderate trades ship steering N by E North Lat North 16.12 Long 45.02

Sept 1

Painting

Monday

This day begins with very light winds first part washed ship latter part began to paint ship inside  
Lat North 17.04 Long 46.59 W

Tues 2

This day begins with very moderate weather the work busy painting inside the ship  
Lat North 18.17 Long 48.35 W

ay

Wed 3

This day begins with very light trades the work engage painting inside the ship latter part the trades freshens a little  
Lat North 19.25 Long 48.55 W



Sept 1902

Thurs 4

This day  
begins with fine breezes ship steering  
N  $W \frac{1}{2}$  West Lat North 20 34 Long 53. 38 W

Friday 5

This day begins  
with trades, the wack engaged painting  
the ship the second coat of paint  
Lat North 22 08 Long 56. 15 W

Sat 6

100  
To day begins  
with moderate trades ship steering  
N  $W \frac{1}{2}$  West. latter part finished painting  
and it has taken just 100 one hundred  
lbs of white lead to give the second  
2 two coats inside she now looks very  
well. Lat North 23. 09 Long 58. 36 West  
All well on board and in  
a hurry to get home ---

Capt Clelland



Sept 1902

Sunday 7<sup>th</sup>

This day begins with  
very moderate trade ship steering  
N. West. middle of latter part the same  
Lat North 24.23 Long 60.55 West

Monday 8<sup>th</sup>

This day begins  
with very light winds. at 2 PM Ruffed  
the ship up N by North  
Lat 25.20 Long 62.34 West

Tues 9

To day we are having  
a calm and it is extremely hot Brig  
making no headway see the smoke  
of a steamer steering to the N S West  
Lat 26.06 Long 63.20 West



Sept 10. 1902

Mon

This day begins with moderate breezes from the N West middle part changed to the North ship on different tack, first part latter part ship on the Starboard tack heading W by North Lat 26.06. Long 63.14 W

Thurs 11 on

This day begins with light winds from the North ship on the Starboard tack see a 3 masted Schooner steering to the SSW Lat 26.34 Long 64.20 W

Frid 12 on

This day begins with moderate winds from the NNE ship by the wind on the Starboard tack latter part very near calm Lat 27.49 Long 66.08 West



Sept 1902

Sat 13

This day begins  
with moderate weather also light rain  
squalls Lat North 28.30 Long 67.17 W

Sun 14

This day begins  
with calm weather latter part light  
breeze Lat 29.24 Long 68.04 West

Monday 15

This day  
begins with very calm weather ship  
laying with all the light sails down  
latter part the same  
Lat 30.07 Long 68.31 W

Tues 16

This day begins  
with calm weather ship laying  
with sails clewed up first at  
night light breeze from the N. by E  
ship by the wind from the  
Lat 30.14 Long 68.42 W



Sept 1902

Wed 17

To day we are  
having a lovely time with a hot calm  
day. Only desiring to have a breeze so  
as to get home as we are about 14 months  
from home. Well I suppose we shall  
get there some time and then we  
shall forget all about this last 2 two  
weeks. Lat North 30.20 Long 69.41 W

Thurs 18

This day begins  
with another calm day. also ends the  
same Lat 30.17 Long 69.42 W.

Friday 19.

This day begins  
with a moderate breeze from the E. N. E.  
at 9. A. M. ship going along towards  
home latter part squally but a good  
breeze Lat North 30.52 Long 70.25 West

we are in hope to be with our  
dear ones in about 4 days time



Sept 1902

Sat 20

This day  
begin with fine breezes from the  
East ship steering North the watch  
begin washing the boat. Lat North 33.20  
Long 70.56 West

Sunday 21

This day begin  
with wind from the East a Holland  
Bark spoke us, he was bound to New York  
also a steamer passed in sight of us  
during the night. name of the Bark  
Le A. Jean Bonnon to belong to St Martin  
latter part wind blowing on with  
lots of heavy rains no observation

Mon 22 This day, the wind  
still to the East southeast soon middle  
part made sail latter part the  
wind haled back to the East  
a blow on strong see one steamer  
Lat 35.40 N Long 71.5-8 W



Sept 1902

Tues 23

This day begins with wind from the West ship by the wind on the starboard tack and 2 sails also several steamers latter part calm Lat 40.19 North Long 73.03 W at dark raised Fire Island light also the lightboat

Wed 24

This day begins with very light wind from the West at 9 AM wind gradually haling around to the North middle part the wind still working around more to the East ship by the wind heading East steamers and 1 sail latter part wind West ship on different tacks. at 5 PM Shinnecock 6 six miles off bearing N.W. West with the wind dead ahead. Such is fate " = "

Sept 26 1902

This day arrived in New Bedford at 4 PM in the Brig Leonora with a full ship so ends the voyage from Long Island.

Dec 17. 1902 Leonora sailed on special whaling voyage











in

and the



San Francisco Feb 19. 1903

Started from Frisco in the Bark Mandren  
at 930 A.M. with a Tug Boat to take note of  
at dark wind very light from the SE  
Ship closed up under Starboard light at 230 in  
the morning ship put to the west of the light  
going off shore with a light SE breeze

Friday 20

This day begins  
with light SE breeze ship heading off shore  
D.V.M. the watch engaged coiling line &  
surf of straightening thing up latter part  
about calm no observation

Sat 21

This day begins with  
calm weather ship tacking with the courses  
holed up all hands engaged getting  
the boat ready for whaling no observation  
latter part light breeze from the SE

Bark Mandren



Dec 1903  
Sund 22 This day begins with moderate breezes from the N.W. see 1000 sail during the morning. latter wind breezing on from the West ship on the Starboard tack no observation

Monday 23 This day begins with moderate breezes from the E. West ship steering S.E. West all hands busy getting the Boat ready for whaling latter part wind freshening a little  
Lat 36.22 N. Long 126.34 W

Tuesday 24 This day begins with moderate breezes from the E. West ship steering S.E. West all hands working getting things ready for whaling no observation

Wednesday 25 This day begins with fine weather ship steering S.E. West wind from the North no observation Capt Cleveland made a kibbench " " "



Feb 26 <sup>1803</sup>

Thursday

This day begins with fine breezes from the East ship steering S by E all hands busy getting for whaling no observation

Friday Feb 27

This day begins with fine weather ship steering S by E all hands busy getting for whaling no observation  
Leat 29.27 North Long 132.52 W

Sat Feb 28

This day begins with fine breezes from the NE ship with all sail set the steering S by E all hands busy getting things ready for whaling  
Leat 29.27 North Long 134.51 W

Sunday March 1<sup>st</sup>

This day begins with very light winds ship steering S by E all hands busy getting for whaling  
Leat 27.45 North Long 136.25 W



March 2<sup>nd</sup> 1903 Monday  
This day  
begins with calm weather ship  
laying with the courses haled up  
Lat 27.31 Long 137.08 W

Tuesday  
This day begins  
with calm weather latter part breeze  
sprung up from the North West  
Lat 27.25 North Long 137.42 W

Wednesday<sup>th</sup>  
This day begins with  
calm weather ship laying with  
courses haled up no observation

Thursday<sup>th</sup>  
Today we are  
having light baffling winds  
all around the compass. The courses  
down the low deck with the panels down  
latter part light wind from the E. N. East  
Lat 26.22 N Long 138.25 W  
139.26 W



1903

Friday March 6.

This day begins with  
light winds from the West middle  
and latter part calm no observation

Sat 17<sup>th</sup>

This day we are still  
having calm weather ship laying with  
her courses holed up latter part  
light winds from the West  
Lat 26.22 Long 138.50 West

Sunday 8<sup>th</sup>

This day begins  
with very light winds from the S.E. East  
Lat 25.43 Long 140.54 West

Mon 9 This day begins  
with wind from the S.E. East at 9 a.m.  
Changed more to the South and breezed  
on so furlled the light sails  
Lat 25.15 Long 143.34 West



908 March Tues 10  
Today calm  
weather no observation

Wed 11  
In day breeze  
from the West but latter part changes  
more to the N. West and later  
around to the N. East  
Sea 1-23.36 N. Long 146-59

Thurs 12  
Today we are  
having fine weather with wind  
from the N. East ship steering S by W 1/2 N  
No observation

Fri 13  
This day begins  
with fine breezes from the N. East ship  
steering S by W by West all hands busy  
getting the ship ready for whaling  
also painting white the lower masts  
Sea 1-22.14 N. Long 149.20 W



1903 March Sat <sup>the</sup> 14

This day begins with very light squally weather wind baffling a bit. Latter part calm. The watch busy painting the lower mast also breaking out provisions. Lat 122.4 N Long 151.12 W

Sunday 15

This day begins with very light winds from the S. Latter part haled more to the S. Lat 21.26 N Long 152.18 W

Monday 16

This day begins with winds from the N. at P ship steering S. No observation of ~~Hawaii~~ Land.

Tues 17. This day begins with winds from the N. at daylight raised the Island of Hawaii straight ahead. The ship bearing S. so could not fetch through between the islands. so had to run off to the south and east around (Hawaii)



1903 March <sup>on the</sup> Wed 18

This day begins with calm weather. Ship just South of the Island of Hawaii 20 twenty miles off shore see the land all plain. The watch attending to ship duty in general. Lat 18.36 North

Thurs 19

This day begins with fine weather. moderate breezes from the North latter part. Healed into the North East no observation

Frid 20

This day begins with fine breezes from the West ship steering N.W. West. The Capt engage putting some sheathing down on the Starboard side of the deck. Lat 18.02 N Long 158.40 West



March Sat 21. 1903

This day begins with moderate breezes from the East ship steering N by E Lat 17.34 Long 160 50 W

Sun 22

This day begins with very light winds  
(Lat 16 33 34)  
(16.44)

Mon 23 To day we are still having moderate winds ship steering N by E Lat 16 43 Long 164.10 West

Tues 24

To day we are having moderate winds from the S by E engaged taking the Rigging down  
Lat 16.13 Long 166.21 West

Wed 25 This day begins with fine weather the work busy taking down. also putting the crew's net to stand mast head in  
Lat 15 37 N Long 168.46 West



March 26 1903

This day begins with  
strong trades ship making good time  
Lat 15.26 N Long 171.46 W

Friday 27

This day begins with  
fine weather the watch busy painting down  
the wire stays ship steering N by South  
Lat 15.21 N Long 175.04 W

Saturday 28

Today we are  
still having breeze, also gave out  
clothing as the most of the men were very  
scant for use. Lat 15.16 N Long 177.42 W

Sunday 29

March 1903

This day begins  
with fine weather ship steering N by S  
the ship is over in East Long today  
so we will gain 1 day instead of  
to morrow being Monday it will be  
Tuesday

Monday 30

Long 179.31 East

Lat 15.23 N



2.30.00	5-2.30	2.23.55	5-2.05
26	12	9.04	12
<u>2.30.26</u>	52.42	2.32.59	5-2.17
	15.23		15.20
	86.44	01585	86.44
01585	<u>15-4.49</u>	00071	<u>15-4.24</u>
00071	77.24		77.12
9.33574	52.42		5-2.17
862104	<u>24.42</u>		<u>24.55</u>
<u>97634</u>			
48417			

<sup>0</sup>  
 179.31/40

2.23.21
5.10
<u>12.24.31</u>
2.30.26
<u>14.54.57</u>

Dec 3.01.42  
 11.40  
3.13.23  
 2.36  
3.16.59  
 90.00.00  
86.44.01

89.48
<u>77.36</u>
12.10
3.13
<u>15.23</u>

Sunday March 29, 1903



1903 March 31. This day no  
Observation

April 1st

This day  
Lat 15-54 North Long 175-28 E

Thursday

This day our  
Lat is 16-55 Long 172-24 E

Friday

Fine breeze  
ship making good time  
Lat North 16-43 Long 168-47 E

Saturday This day begins  
with fresh breeze ship steering by  
making very good time  
Lat North 18-32 Long 165-45 E



April Sunday 5<sup>th</sup>

This day  
begins with fresh trade ship  
steering W 1/2 North

Lat North 18.22 Long East 163.10

Monday 6

This day begins  
with moderate winds. the watch engaged  
setting up the mizzen rigging

Lat 19.02 N. Long 159.40 E

Tues 7

This day the wind  
is very moderate ship steering W 1/2 N  
latter part the same & also  
pulled the maintopmast backstays

Lat North 19.32 Long 157.15 East

or

Wed, 8 This day the wind  
is still very light one man still below  
deck Lat North 19.55 Long 155.00 East



April 1903. Thursday 9<sup>th</sup>

This day begins with  
very light weather ship steering N by E  
Lat North 20.29 Long 153.15 E

Friday 10

This day begins  
as yesterday with moderate trades  
ship steering N by N 1/2 N  
Lat North 21.07 Long 151.11 E

Sat 11 This day begins

with moderate breezes ship steering  
N 1/2 N Lat 22.55 Long 149.13 E

Sunday 12

Today begins  
with moderate trades ship steering  
N by West at 1 PM raised school  
When whaler lowered 4 fms Boat  
the 4th mate went on and galled  
the whaler so darted and picked  
the whale they had hard work to drive  
the whaler off we ought to get some old  
whaler when the mate did not see m



To know what the Centerboard in the Boat  
was for. however we got no whales -  
Lat 2 North 24.52 Long 148.00 East

Monday 13

This day begins  
with high breezes at 12 twelve o'clock the  
wind came on in a squall to the N. West  
so had to pull the light sails the work  
busy heaving off the cutting jacks at  
2 PM raised small school sperm whales  
came in squally and began to blow on and  
get rugged. lowered 3 the boat and chased  
the boat went quite near the whale but he settled  
so did not fasten it being so very rough  
came on night so called the Boat on board  
and furled the 2 top sails & courses &  
Lat 26.27 Long 147.05 E

Tues 14. This day begins with  
strong breezes from the West Ship lacing  
under storm sail middle & latter part the same  
Lat 27.06 Long 146.10 E

April May Lat 29.09 Long 146.00 E



April Thurs 16. 1903

S Boat This day begins with  
fine weather at 130 PM raised  
a sperm whale close to the ship  
loaded 3 boats. whale seemed very  
still. finely lowered the Starboard  
Boat and after a short while the  
S Boat struck and brought the whale  
to the ship. got him alongside at 630  
got supper and set the whack judge  
the whale to make about 35 blbls  
Leat 30.49 North Long 11.00  
Bell slow raised the whale

Friday 17. This day begins  
with moderate weather began cutting  
the whale in latter part. Started  
the work and cleared the head away  
at 1 PM sundown barometer falling

Leat North 31.23 Long 14549

Sat 18 This morning begins  
with rainy weather so at 9 AM we  
to coil down and furled the lower fore top  
sail. latter part started the work again. no  
Observation



April 19, 1903 Sunday

This day begins with moderate breeze from the East. Weast stowed the lie down just about 18 Eighteen hhp  
Lat 31.46 North Long 145.09 East

Monday 20

This day begins with moderate breezes from the East ship steering N. E. East at sundown furled the Main top galant sail  
Lat North 33.35 Long 145.11 East

Tues 21

This day begins with very light E. S. wind. Middle part began to spit rain and breeze on at 2 PM raised a school of small sperm whales going quick to the windward haled the ship up by the wind and tried to work the ship up to the whales but the whales soon went out of sight to the windward did not loose the boat  
Lat N. by dead reckoning 35 40 Long 146.00 E  
at sundown stowed sail



April 1903

Wed 22

This day begins with foggy weather latter part breeze on strong so furled the main topsails at dark a heavy rain no observation

Thurs day 23

This day begins with a heavy sea running and the wind blowing in squalls middle part the foretopmast stay parted then set the forestaysail and put a cutting fall up <sup>to support the mast</sup> observation

Friday 24 This day still very bad weather the head of the foretopmast split so fished it with plank & chain  
Lat 34.42 Long 145.40

Sat 25 This day begins with squally weather ship laying with main furled towards night began to moderate a better sea Lat 34.44 Long 147 East



April 1903 Sunday 26  
This day begins with moderate weather took down the main top mast stay and put it up forward for a fore top mast stay also spliced the old one together for a kind of preventer to help support the one we put up.  
Lat 34.53 N. Long 147.50 E

Mon 27  
This day begins with heavy rains from the East also moderate winds from the same quarter middle part began to breeze on fresh with squalls from the East ship steering S by West  
No Observation

Tues 28 This day begins with heavy winds from the West ship laying with 2 tow hove to sail set also a bad sea on ship on the Starboard tack  
No Observation at sundown  
moderated a little. No ends the day



April 1903

Wed 29

This day begins with moderate winds from the East ship steering into the West latter part wind light. Calm spin down to the ship lay aback both Lat 37.46 Long 147.24 E P

Thurs 30

This day begins with moderate winds from the South also fog latter part the same.

May 1st Friday

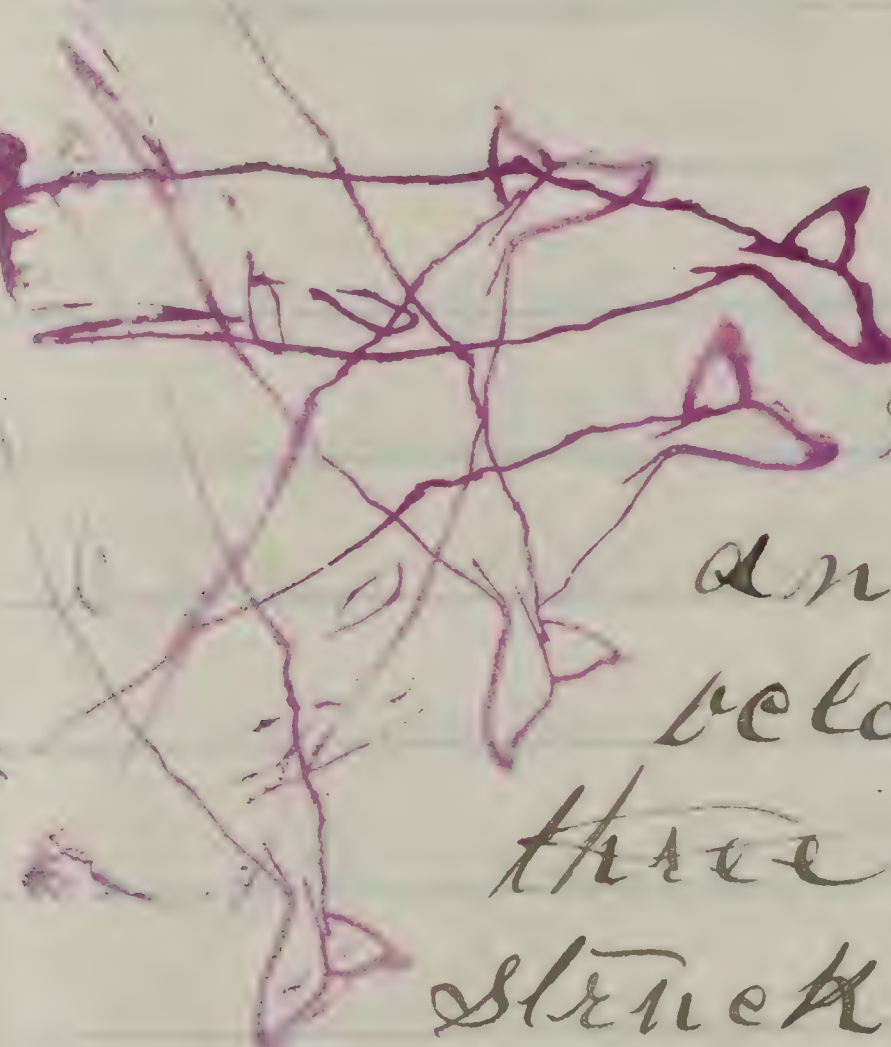
This day begins with foggy weather middle part the fog raised a little latter part quite clear between whales Lat 37.48 Long 147.22 E

Lat 2 This day begins with very light weather also some fog at night. At 11 the fog cleared quite good light wind from the East ship steering to the West with all sail set. latter part calm Lat 37.11 Long 147.26 E



May 1903 Sunday 3d

This day begins with fresh winds from the N.W. West at noon began to moderate at sundown Calm Lat 36.57 Long 144.45 East.



Monday 4 This morning begins with a calm whale close to the ship at daylight got breakfast and lowered 4 boats at about 8 o'clock the boat struck B. Boat got 3 three whales 2 Boats 1 one S Boat 1 M Boat struck good size whale but the line got foul of the other Boats whale so had to cut in order to clear so lost 1/2 tub line & the whale got the 5 whales along side at 4.30 then furled the sail and got supper and set the watch Lat 36.48 Long 144.25 E — " = "

Tuesday 5 This day begins with heavy weather began to cut the whale in but the piece tore off and soon got so rough had to give up cutting parted the 2 off part of lute rope and lost the 2 too small whale from along side went



Continued

about all day trying to save  
the remainder of the whale that we  
have along side. The wind blowing  
hard and a very heavy sea running  
latter part the weather looks better  
although the Barometer is quite low

Wed 6 This day begins  
with the wind blowing hard also a  
very heavy sea running could do nothing  
towards cutting the whale at sundown  
began to moderate Lat 37.26 Long 144.30

Thurs 7 This day begins  
with calm weather began to cut the whale  
in the blubber seems very tender as it  
tears very badly at 1 PM got the whale  
all inboard got dinner then cleared  
the heads away at 5.30 started the  
works. no observation



1903

May 8

Frid 8

This day begins with moderate Easterly winds with rain the work still going middle & latter part the same with a little more rain and wind no long

Sat 9 This day begins with light weather wind from the East latter part storm the air below North East 37.16 Long 143.40 E

Sunday 10 This day begins with light rain latter part clear weather Lat 37.18 Long 143.41 E

Monday 11

This day begins calm weather all day long Lat 37.32 Long 144.01 East

Tues 12 This day begins with moderate breezes from the South ship causing on different tacks Lat 37.49 Long 144.06



May 13. 1903

Lat 26.17 Long 143.42 E

{ Thurs 14 Gale from S. East  
Fred 15 " " N. West  
Sat 16 heavy winds "

Sun 17 This day begins with very heavy winds from the N. E. West ship laying under staysails latter part began to moderate so set the 2 lower topsails see 1 steamer also a sailing ship steering into the Eastward

Lat 37.32 Long 145.44 E  
(Steamer & Sailing Bark)

Mon 18 This day begins with very moderate weather ship Cruising set the sail called it a merchantship so on the day cut over a sail and made a mizzen staysail.

Lat 37.15 Long 145.12 E



May 1903

Tues 19.

This day begins with rainy weather, and the wind blowing on from the East ship on the Port tack with storm sails set.

Wed

20

This day begins with fresh breezes from the North West latter part the wind changed around to the East during the evening some one made away with the Cooper and also the Cook and some belaying pinor  
Lat 37.27 Long 148.54

Thurs 21

This day ship  
Cruising in some Schooner

~~Land~~ Land. Frid 22. This day at 6 PM raised the land to see if the Chronometer was right.

Sat 23

~~Land~~ To-day the land is in sight. Think the Chronometer are very near right perhaps they may right miles to the Eastward of the ship.



May 24..1903 Sunday  
Lat 36.40 Long 143.33 E

Mon 25

To day the  
wind is from the E.S. East light  
at 1 PM raised School Spinn whals  
going quick to the windward lowered 3 then  
Boats but could not over take the whals  
so called them on board Lat 36 48 N  
Long 143 55 East " " " " " "

Tues 26

This day begin  
with very light weather ship cruising

Wed 27.

This day weather  
very good Lat 37.35 Long 144.04 E

Thur 28 Ship Cruising

Frid 29 Lat 38.00  
Long 145.11 E



May 1903 Sat 30  
This day begins with  
fresh breezes from the SSW ship on distant  
tacks at 11.40 Eleven forty passed along  
near a ship cutting a whale called it  
the Andrew Hicks. Lat 37.50 Long 144.45

Sunday 31  
This day begins  
with heavy weather wind from the South  
ship on the Port tack see the same ship  
that we see yesterday early this morning  
ship laying with lower topsails set.

Monday 1st  
Bark Alice Johnson in sight  
Gained her Capt Cleveland went  
on board of her she had 190 bbls  
separated, no weight whale taken  
Lat 38.20 Long 144.39 E

Tue 2 ship cruising  
Lat 38.00 Long 143.54



Ship



1903

June 3

Wed

This day sighted the  
Andrew Hicks No observation

June 4 This day  
begin with good weather the ship  
on different tacks, the Andrew  
Hicks steering into the west  
latter part the wind blowed  
on sharp and got very rough seas  
raised school of sperm whale going quick  
to the east lowered 3 boats but it was too  
rough was glad to get them on board  
again Lat 37.45 S Long 144.40 E

Page 52

This day  
begin with moderate breeze, ship  
consuming latter part strong wind & a  
few small waves Lat 37.25 S Long 144.47 E

Date

Lat 37.19  
Long 144.32 E



June 7 1903 Sunday 7.  
Lat 38.03 Long 143.34 E

Mon 8 This day sun & San Francisco  
Lat 38.01 Long 142.53 E

Tue 9 Lat 38.14 Long 143.32  
Cared sail all night steering  
head

Wed 10 This day ship  
steering head sea in back, and  
sulfer bottom Lat 39.06 Long

Thurs 11 This day begins &  
ends with very light baffling winds  
Lat 40.12 Long 146.00 E

Frid 12

Sat 13 Lat 39.09 Long 145.51

Calm Sunday 14 Lat 38.30 Long 145.26

Monday 15 variable wind

Tues 16


Wed 17 Lat 39.54 Long 148.55



June 1903

Thurs<sup>th</sup> 18

This day begins with very light weather at 8 am raised a ~~small~~ large Sperm Whale the B Boat went on to him and missed the whale (I ~~forget~~ the name of the Boatster the boat chased on after the whale and run into a school of 40 bbls Bales the Starboard Boat struck whale ~~caused~~ heavy and the Iron drew so go no whale  
Lat 37.45 Sp. Long 144.18 E



Friday 19. This morning at 530 raised 2 large Sperm whales close to the ship. very still and the weather calm also came in foggy at 830 the fog cleared raised the whales again secured the 4 boats and pulled up toward the whales finally a light breeze sprung up at 2 o'clock 4 large whales got together and the B Boat struck also the boat struck the same whale the whale run a lot on top of the water Starboard Boat got on top of the whale he then roused up and broke the keel short off in the middle



split the centerboard and injured the boat very  
bad. Finally they managed to tow the whale  
out so he died. After the 4<sup>th</sup> mate got into the  
mate boat and hauled the whale got him  
along side the ship and made fast at 8:30  
in the evening Lat about 37.40 Long 144.17 E

Sat 20. To day we are having  
fine weather began cutting the whale  
at 5:30 AM got the whale all in and  
the case overboard. Then the men refused  
to try put the meat of them in iron and  
kept them on deck the most of the night  
no long

Sunday 21. all hands turned  
to work cutting junk and at noon started  
to boil weather good so ends  
Lat 35.15 Long 143.25 E

Mon 22. Engage boiling

Tues 23 " boiling

Wed 24 Finished boiling

1/5



1903  
June

on  
Thurs 25

This day begin with fresh breezes  
finished stowing the Oil below  
at 4.30 PM raised school small  
Sperm whales going quick to the surface  
ward they soon went out of sight to the  
windward, did not lower the boat  
Lat 37.14 Long 143.45 E

Friday 26

Ship cruising on different tacks  
No Observation

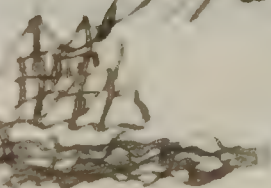
Sat 27 This day begins  
with fresh breezes ship running off into  
the West. Lat 38.04 Long 143.30 E

Sunday 28 To day begins  
with rain & some fog ship on different  
courses Lat 38.38 No Long

Mon on 29 Ship cruising &  
see the whale Andrew Hicks  
Lat 39.01 Long 143.15



June 30 <sup>the</sup> Treggo

 This day begins with moderate weather ship steering into the West the Bark Andrew Hicks in sight

July 1st 1903 Wed <sup>the</sup>

Thurs 2 This day heavy weather see a steamer no observation

Fridays 3 wind very light latter part calm and foggy & rain busy washing ship.

Sat 4 July - 1903

This day begins with wind from the West Cape Germain in sight latter part calm

Sunday 5 This day begins with moderate breeze from the East ship steering West the wreck buoy getting the chains up and now bending also getting the anchors off the bows



July 6, 1903 Monday

Ship trying to beat up the straits. Latter part anchored on the North shore at the middle of the night wind breezed on so had to get the ship under<sup>weigh</sup>

Tues 7 Strong westerly winds ship trying to work up the straits latter part calm had to anchor again on the North shore in 25 fathoms water. at 100 in the morning wind from the East got the ship under weigh.

Wed 8 This day begins with moderate Easterly wind. One Hakodate Light all plain at 10.30 anchored the ship in Hakodate. the Bark California just ahead of us so ends

Thurs	9	Hakodate
Frid	10	" "
Sat	11	" "
Sun	12	" "
Mon	13	" "



July 14. 1903 Tues

This day at 1.30 PM  
got the ship underweigh and sailed  
her out side of the light ship and  
anchored her in 10 fathom water leav-  
ing the second mate in there or some  
else full of rum a fine man to make  
a master of; we have had 9 men  
men to desert in here have shipped 10  
ten faps in three places.

Wed Wed 15 ship laying fast  
outside the lightship at anchor wind light  
from the ESE engaged picking the potatoes over  
and making a pen for them also put up a new  
for topmost stage the Bark California came out  
side and anchored.

Thurs 16 at 1230 PM took  
the ship anchor and made sail stood out  
by the Head the weather looked bad so went  
back in a short distance and anchored again  
to wait for daylight the California did the same



July

Friday 17<sup>th</sup> 1903

This morning begins with southerly winds got ship under weigh and beat her out clear of the Heads bound for sea the C.M. Morgan passed along close by us bound in port latter part the day saw another Bark bound in so ends the day at 5<sup>30</sup> the ship out abreast of Skerak Lake Cape going along nicely.

Sat 18 This day we are having S.W. wind also fog ship with main royal set at ~~various~~ very near calm no observation

Sunday 19

This day begins with moderate breezes from the West ship steering E by North middle part foggy latter part much very light no observation

Mon 20 This day begins with foggy weather no observation

Tues 21 This day still foggy with no sight breeze from the South



July  
P

Wed 22

To day wind very light  
from the East with fog No observation

Thurs 23

This day begins with  
moderate winds from the N West

Lat 43 30 Long 152° 1/4 E

Friday 24 To day wind very

light engage breaking out patches

Lat 43.40 Long 152.26 E

Sat 25 To day begins with

moderate breezes from the ESE ship by

The wind on different tacks middle

part fog latter part clear.

Lat 44 32 Long 152° 30 E

Sun 26 This day we are having

fog. no Long sighted so once we could

see about 2 miles raised a large sp which

fog shot down after a few minutes so

could not lose (dead reckoning

Lat 45 15 Long 153.00 E



1903

July 27

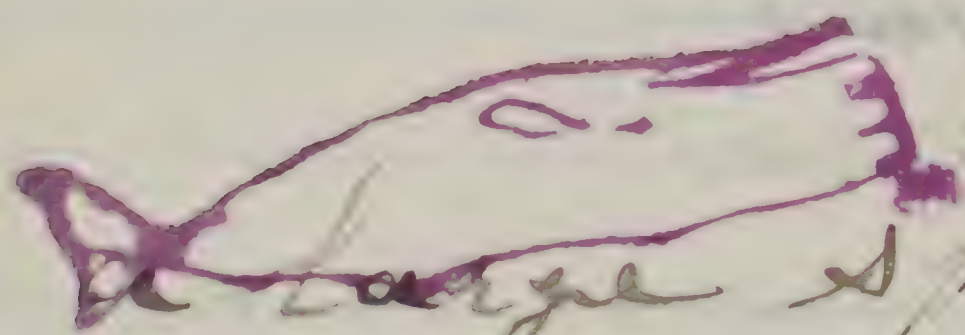
Monday

This day begins with calm weather at five PM raised a lone sperm whale lowered 4 boats and pulled just as dark came on one boat got quite handy to the whale just as the whale turned flukes and went down so had to give up the chase

Observation judge position about as yesterday 45-15. Temp 13.300

Tues 28

This day begins with moderate breeze from the E.S.E. at 9 am began to spit rain and breeze on some mist part furled the light sails & upper topsails latter part fog with rain & wind see some steamer this morning steering to the S.W.



Wed 29

This day raised a large sperm whale calm weather and very hazy so could not see but a short distance lowered 4 boats and chased. Bow Boat got very near on to the whale when the whale felt the boat and went down about same time it shot in very thick fog



So lost run of the whale latter part calm  
but clear all 4 boats on board the Bark  
California in sight

July 30 Thursday This day  
begins with moderate weather see the  
California take a whale alongside  
Lat 45.40 Long 154.35 E

July 31 Lat 45.13 Long 154.20

Aug 1 Sat Lat 45.00 Long 154.04 E

" 2 Sunday

" 3 Monday

" 4 Tuesday Lat 45.00 Long 153.59

Aug Sat 9 " Lat 46.25  
Long 155.45

Mon 10 no Long foggy  
Tue 11 " " foggy



1903

Aug 12

Wed

This day begins with foggy weather just as night a large sperm whale came up close to the ship scoured 2 boats but the fog shut down so could not keep track of the whale.

1903

Aug 13.

This day begins with foggy weather at 9 min 2 o'clock raised a large sperm whale very still heading to the leeward lowered 4 Boats the B Boat went down on to the whale eye and started him to the windward wind very light then headed on and after a while the B Boat went on to the whale again and started the same time the whale raised his flukes and capsized the boat but did not get fast so returned to the ship leaving me with a fine gang to get a voyage with



19.08

Aug. Friday 14

This day begins with fine weather it being the first only good whole day we have had since we came out of Port just one month ago  
Lat 46.30 Long 157.35 E

Lat 46

This day begins with moderate weather with some fog raised a long sperm whale after Pa. time the mate went on to the whale and got fast also the second boat got fast to the whale and they worked a way on the whale shot 8 eight bottom lances into the whale only one of them exploded, after a while the whale got woke up and the fog shut down so the mate cut his line & returned on board the ship with no whale very bad work  
Lat 46.30 Long dead reckoning 157.20 E



1903 Aug Sun 16

This day begins with very calm weather raised large sperm whale early this morning lowered 3 Boats and chased on after the whale at 130 the 13 Boat went on to the whale and Blackskin just picked the whale a little so the 2 men came right out and away went the whale called the Boats on board got some lunch and then lowered them again a 2 two other whales came in sight but as they were going very fast had to give them up and call the 3 boats on board Lat 46.37 Long 137.12 E

Mon 17

Tues 18

Aug

Wed 19

132 Bbls

This day begins with good weather raised a lone sperm whale lowered 3 three Boats the Capt lowered along with the 3th mate after a short time the Capt struck and saved the whale got him alongside at 5 pm o'clock got supper and set the watch - a very large whale



Aug 1903

Thurs 20

This day weather good  
engage cutting I at 7 seven in the evening get  
the whale all in on dack with ease.

Frid 21

This day engaged boiling  
weather good

Sat 22

To day engaged boiling  
see a sperm whale long way off. lowered 2  
two boats and pulled for the whale as it was  
calm but did not see the whale out of the boat

Sun 23

To day boiling and the  
captaining? damaged

Mon 24 To day boiling

see sperm whale going to the windward did  
not lower no chance at 9 min in the evening  
finished boiling

Lat 47.03 Long 16-2.47 E



1903

Aug 25 Tues

This day finished  
Stowing the oil down weather good  
Lat 47.11 Long 159.24 E

32

Wed 26.

This day begins  
with fresh breezes from the East raised  
a school of whales going into the west  
lowered three boats in short time the B Boat  
went on and struck and saved a large whale  
sent the 4th Boat down she soon struck a  
25 blb whale got the 2 whales along side at  
5.30 got supper and at 11.30 the back wind  
breezing on with rain at 11.30 in the night  
the fluk rope parted so lost the small whale  
Lat 47.20 Long 158.40 by dead reckoning

Thurs 27. This day begins  
with heavy weather wind from the East with  
some rain cannot cut



Aug 28

Frid 28

Engaged cutting our sperm  
whale did not lower. parted stay & pin to  
one of the lower cutting blocks Broke so  
did not get ahead very fast

Sat 29 finished cutting  
and started to boil Oil black

Sunday 30 boiling

Monday 31

Tues Sept 1 rain a little  
so had to cool down

Wed Sept 2 finished stowing  
the Oil the lead ship steering  
East by South

Sept 4 7.31 AM

Saw Sp Whale just at dark Long 160.37 East

Thurs. This day begins with fresh breeze  
see Sperm Whale just at daylight - lowered 3 trawls  
the B Boat struck also 4 men struck second boat  
after a while the B Boat drew so the 4 men  
cut this line and let the whale go



Sept 4 1903 Friday 4

This day begins with fine weather raised 2 two large sperm whales going to the forward lowered 3 three Boats soon the Boat went on and struck a large whale but soon soundie taking 2 two Boats lines and away he went off a laughing boat returned to the ship  
Lat 47.17 no song =

Sat 5

This day begins with ~~land~~ weather at 4 PM raised a sperm whale lowered 4 boats soon the Boat struck and in a short time the whale took his line and off went the whale after showing no chance for the second boat to strike him

Sun 6 fine weather

Mon 7. This day fine weather spoke Steamer Indrapoona sent letters. Song 166.01  
Lat 46.21



Sept 8<sup>th</sup> 1903

Tues

This day begins  
with fine weather engaged. Overhauled  
the cutting I gage. Lat 46.07  
Long 167.41 E

Wed 9

Thurs 10<sup>th</sup>

Lat 45.12

Long 170.59 E

Fri 11

Lat 45.02 N

Long 172.42 E

Sat 12

Lat 45.01 N

Long 174.54 E

Sun 13

Lat 43.51 N

Long 177.36 E



Sept 1-1903

Monday 14

This Day began  
with fresh breeze from the SE. Wind  
Ship steering E  $\frac{1}{2}$  South latter part  
light squalls Lat 43.28 North  
Long 179.15 East

Sept 15. Tuesday we crossed  
the meridian of 180. degrees during  
the night so we gain one day  
and have got into West Longitude  
giving us two Mondays 14

Sept 14 Monday Long 178.25 West

Wed 15

Wed 16

Thurs 17

Frid 18

Sat 19

Sun 20. Lat 40.31 South North  
Long 168.50 West



Sept 30 This day raised a  
School sperm whale lowered 4 boats  
and the B Boat got 1 also M Boat got  
1 one & L Boat got some all small whales

Thurs Oct 1st engaged cutting  
the whales in

Frid 2 To day engaged  
boiling

Oct 3 Raised sperm  
whales early this morning ~~ship~~ ship  
in amongst the whales and galled them  
lowered the 4 boats the B Boat struck  
small whale and got store had but  
dressed the whale = " got whale a long side  
and cut him in then got dinner

Sun Oct 4 boiling see some  
sail



Oct 6. 1903

This day begins with  
fine weather engaged slowing down  
oil. The Capt. busy mending the  
Boat. no Observations

Monday 12

This day begins  
with calm weather ship laying  
with courses, haled up at 4 PM raised  
a large sperm whale going into the  
south lowered 3 three boats and pulled  
after the whale got quite near to him  
but could not strike as the wind was  
very light - and it soon came on dark  
Lat 31.11 N Long 141.00 W



Friday

This day begins with very moderate breezes from the ESE. Ship steering to the south. Crossed the Equator today from the North bound south. 1 man below sick. also some men in punishment. Lat South 05 miles Long West 12520

Dec 6, 1903 Sunday This day begins with very moderate trade ship heading South. Pap & eight other men. Susan died and was buried at sea at 12.30 AM with all his effects.

Lat South 02.55 Long West 129.02

11 00 22  
4.01  
12.09.23

5-2.26  
12

5-2.38  
14.20

6.6.53

133.59

6.6.54

5-2.35

14.21

01349

03636

6.5.216

627415

1.03678

7.5.1435

23.05.40  
1.17

23.06.57  
24

23.07.21

90.00.00

66.52.19

2.34.55  
6.09

2.27.56

11.09.23

2.41.27

11.09.27

Sunday  
Dec 13, 1903

130.2134

11.09.27



Dec 1903

Tues 18<sup>th</sup>

This day begins with very moderate trade, ship steering by the wind heading S by South at 10 AM we see a ship steering to the north open a case of bread found the worms had got to work on it

Lat 17.25 S

Long 129.55 West

Wednesday Dec 20<sup>th</sup> 1903

This day begins with moderate weather ship steering South by East at 9 AM raised the Coconut tree from mast head on (Ceno) Island. there seems to be a very strong tide or current setting off to the West

Lat South 23.51

Long West 129.48

I judge the chronometer to be about 25 twenty five miles out to the Eastward of the  
Ship



Dec 21, 1903 This day begins with calm weather about all day.

Tue 22

Pitcairn

This day begins with very moderate breezes from the East raised the Island of Pitcairn at early day light this morning straight ahead bearing by South at 9 nine a.m. sighted 2 two sails into the Eastward of us at 1030 a boat came on board from the Island bringing some fruit. at 8 eight in the evening got quite near into the land so another boat came off from the Island. " " " "

Wed

Dec 23 Ship leaving off the Island Capt Cleveland went on shore latter part Capt Cleveland returned to the ship after having obtained 2 boat loads of wood also some Pumpkins & Bananas at 8 eight in the evening started the ship along on her course for Cape Horn



1904 Jan 5<sup>th</sup> 1904 Friday

This day begins with moderate breezes from the west ship steering by South engaged repairing the fib. The mate Mr. Fisher below sick off duty and has been laying about during the last 2 weeks

Lat 36.14 Long 124.32 W

Sat 2<sup>nd</sup>

Wed 6<sup>th</sup>

This day begins with moderate breezes from the West ship steering by South the week busy setting up the fore stay, one man below with a swell face Lat 38.26 Long 112.44 West



Jan 1904 Tues 12

This day begins with moderate breezes from the west ship steering off South at 8 AM Disrated the mate Mr Fisher and put him into the storage as he was not qualified to do a mate duty on board the ship. Requested Mr Parker to do the mate duty as he had already been doing the most of his work last South

43.09

Long 100.23 Lat

~~of demand~~

Jan 25 1904 Monday

This day we are having fresh winds from the West ship steering ESE at 4 PM raised the anchor at 7 o'clock ship down abreast of them  
Lat 56.40 Long 69.25 Lat



1904  
Jan  
~~Jan~~ Staten land

Th  
Feb 26

This day  
begins with fog squalls ship steering into  
the North at 5 AM raised the Island of  
Staten land 3 points off the Starboard bow  
kept the ship off and ran down around it  
at sundown the East end of it bearing S by E

Th  
Feb Mon 8  
1904

 Sperm.

This day  
begins with moderate weather ship cruising  
at 4 PM raised a large Sperm Whale  
going quick into the West lowered  
3 Boats and chased on after the  
whale finally wind all died out calm  
so had to return to the ship with no whale  
Leat 45.23 W Long 57.53 W



1904  
Feb 13

Val



This day begins with  
Thick fog wind very light from the  
Eastward raised a large sperm whale  
close to the ship. so much fog to lower a  
boat  
Sea by dead reckoning  
43.45.9 no long

Sunday 14



This day wind light  
with some fog raised a school of sperm  
whales lowered 3 three boats the 3<sup>rd</sup> and  
mat went on to a whale the whale rolled  
under the boat so boatmen missed the  
whale. the 4<sup>th</sup> mat went on to a whale  
wood and black skin miss the whale so  
off went the whale and the boats returned  
to the ship with no whale great work  
have but some good boatmen on board ship  
in the steerage — no long Sea 43.24  
that reckoning



Feb 1904

Tue 17<sup>th</sup>

Y This day wind from the South blowing quite fresh raised a large Sperm whale going to the north East towed the boat. After a while the Boat struck and saved the whale brought him to the ship got him alongside at 430 PM got dinner and began to cut. Just raised some pease came on dark then set the wack

Thurs 18<sup>th</sup>

Y Y Y This day begins with strong wind and a heavy swell running began to cut but soon had to stop as the pease tore off. a school of Sperm whales came up close to the ship could not lower to reggie no observation

Frid 19

Y This day very rugged with strong breeze 1 one whale in sight cut the Black skin on the whale head and let the head drop off. at 430 PM tried to cut got two or 3 three pease in board when dark came on so set the wack.



Sat 20 Feb 1904

Fri

This morning finish  
cutting the whale body in  
Leah 41.11<sup>2</sup> Long 54 20 West

Sun 21

This day begins with calm  
weather engaged boiling the whale  
at 3 AM James Hume died after being  
sick with an abscess in the cords of the  
neck at 630 buried the body

Leah 41.000 Long 50 52 W  
all his effects such as bedding and cloth-  
ing was buried with the body — — —  
To prevent disease — — — — —  
Age 46

Mon 22 Feb

This day raised alone  
Sperm found 3 thru boats and did not see the  
whale again so called the boats on board  
spuley weather after supper at 530 raised  
school sperm whales. Ship in amongst them  
dropped 3 thru boat down whale (gallies) soon  
came on dark so got no whale 37.51 Long 24 55



March 1904

Sat 5.

This day  
begins with moderate breeze from the  
West at 11<sup>30</sup><sup>am</sup> raised a school of  
Small sperm whales going to the windward  
lowered 3 three boats and drove them  
over the whale and drove them off  
we called the boats on board with more

Seal 32.34 seal  
Leung 43.43 seal

(29.34 Seal) March 9 This day, good  
(40.40. Leung) weather pump ship found  
(Leak) a good lot of water in the  
ship

Thus March 10  
found lot of water in the  
Ship something wrong

Sperm whale Sat 12 March going  
back to the windward did not have  
no chance seal 26.41 seal  
Leung 36.57 h



March 18 1904 Sunday

This day begins with moderate weather ship by the wind heading NE by N 1/2 N. August Pinkman very low at Sick. Cannot live long. Other ship (sloop) keeps just about the same.

~

Wed 23

This day begins with moderate weather ship steering N by East? at 6.30 AM August Breakman died of disease (Diarrhoea) Thurs 24th buried his body at 8 o'clock in the morning.

{ Lat 18.00 S  
{ Long 32.20 West



1904

April 15 Anchored  
in Barbados

May 5<sup>th</sup> 1904 got

the ship underweigh and  
went out side to water for steamer, with  
officer. May 10<sup>th</sup> run in again and  
received a cable telling me that the officer  
was in Dominica so the 11<sup>th</sup> started for  
that beautiful place

May 24 got ship underweigh  
and started for sea

June 5 1904 sighted the BK  
Greyhound whaling. latter part lowered  
the 4 boats and chased on but could not strike  
as the Greyhound had been into the whale

June 8<sup>th</sup> 1904. Raised whale lowered  
the 3 boats and chased finally the  
Whale struck and the line parted  
so got ~~not~~ no whale school or small  
bales



June 20<sup>1904</sup>

Monday

This day begins with fine weather. Ship heading West at 6 o'clock in the morning raised a large whale going quick into the West lowered all 4 boats and pulled to the windward came in squally so called the boats on board at 12.30 raised the whale again lowered the boats again and after a while the whale milled to the leeward so the 1st boat went on to the whale or very near to him the whale heard the boat and settled down so could not reach him with the Iron got quite near to the whale the second time but he settled down again so had to come on board with no whale no haul

June 27. 1904

This day begins with squally weather ship steering to the N by East at 5 PM raised a large whale ahead the ship going quick to the West lowered 4 boats and worked to the windward but could do nothing towards catching the whale so called the boats on board left by dead reckoning 33.34 South along West 53.20 =



June 29. 1904

Wed

This day begins with fine weather at early daylight raised a school of sperm whales going quick to the windward. as they were very close to the ship think they must have been afraid of her and got frightened. (Leat 34245 did not lower) Long 33.25 Meat

July 31 This day begins with fine weather ship steering West raised a school of small whales lowered the 4 four boats and each boat got a whale but the waist Boat got 2 two whales so got 5 whales got them along side and cut 4 four of them inboard came on deck so set the back leaving one whale along side - Leat 33.22 <sup>North</sup> Long 65.55 Meat



August 21<sup>st</sup> 1904

This day begins with fine weather began cutting the whale in at 7 o'clock the whole all in board got breakfast and started the works also made a little Sal Seal 33.35<sup>st</sup> Long 65.50<sup>st</sup> Meat ship steering west bound to Heatan ground

Tue Aug 17.

B Boat

This day begins with good whaling weather ship cruising at ten am raised a school of sperm whales going in to the N. East hauled the 4 four boats and soon the B Boat went on and struck a 20 twenty bbl whale brought him to the ship whale did not bring two got whale along side and cut him in then started the works. Seal 37.16<sup>st</sup> Long 73.15<sup>st</sup> Meat

Aug 18 Thurs

boiling at 4 PM finished



19.04

Aug 19..

de Boat

This day begins with moderate breezes from the East ship working to the south at 9 am raised sperm long distances from the ship at 1030 lowered 4 boats after a long chase the de Boat struck and saved a whale got him alongside and cut him in then set the wack no long

Sat 20

This day begins and ends with strong breezes from the South engaged boiling sea schooner & steamer  
Lat 37° 50' Long 72.37 W

Y

Aug 23..

This day begins with breezes from the West latter part breezed on strong at 5.30 PM raised school sperm Whales before the ship lowered some boat did not see them again

Lat 36 44 N Long 73.20 W



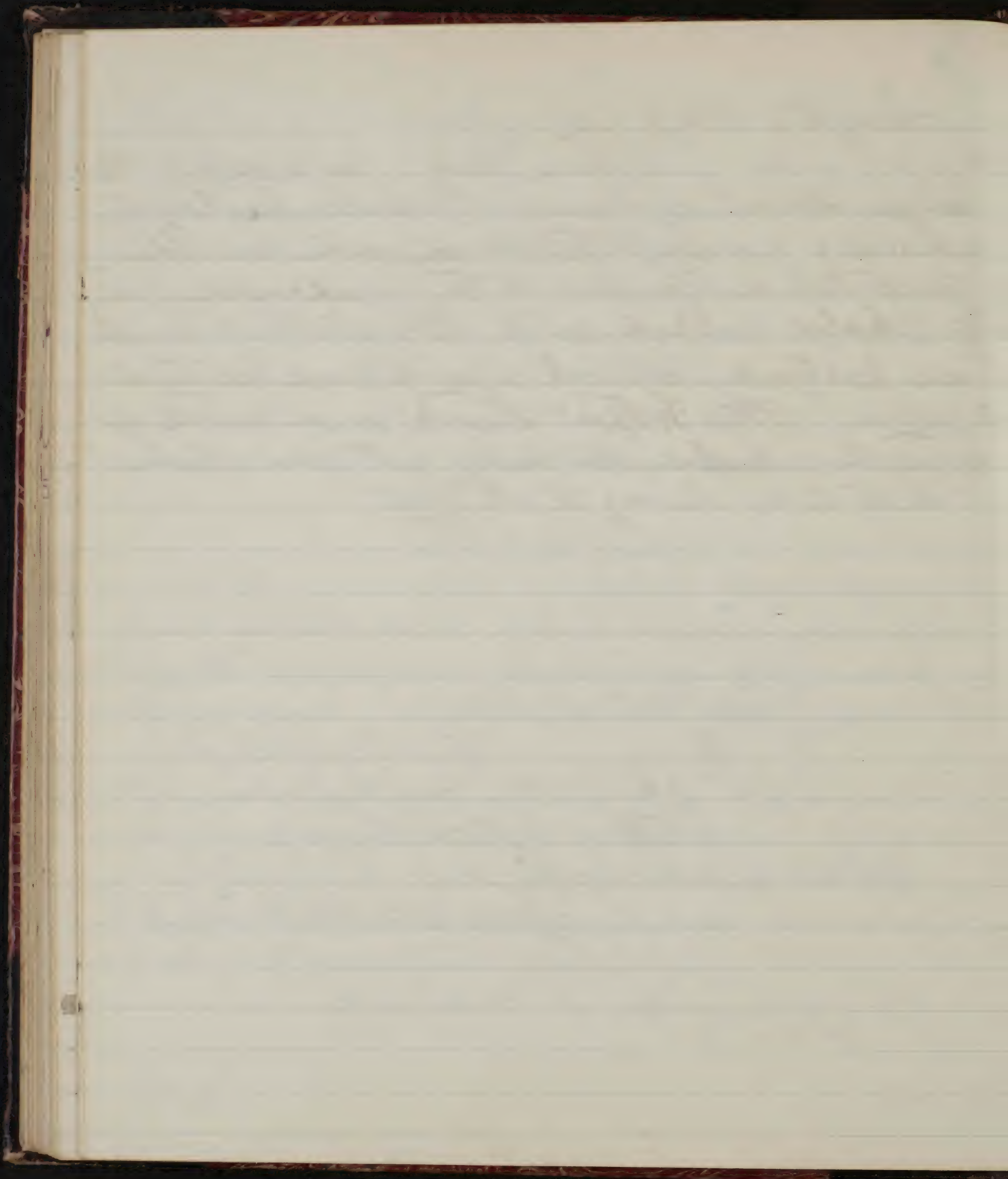
Aug 27. 1904

v This day raised a large school of small whales early this morning going to the windward. Rowed 4 boats and pulled to the windward finally the whales milled so the B Boat struck and line parted. Struck again and parted again. The M Boat struck and saved a single whale. so only got one whale  
deat 37.50 Leong 72.00 Wet

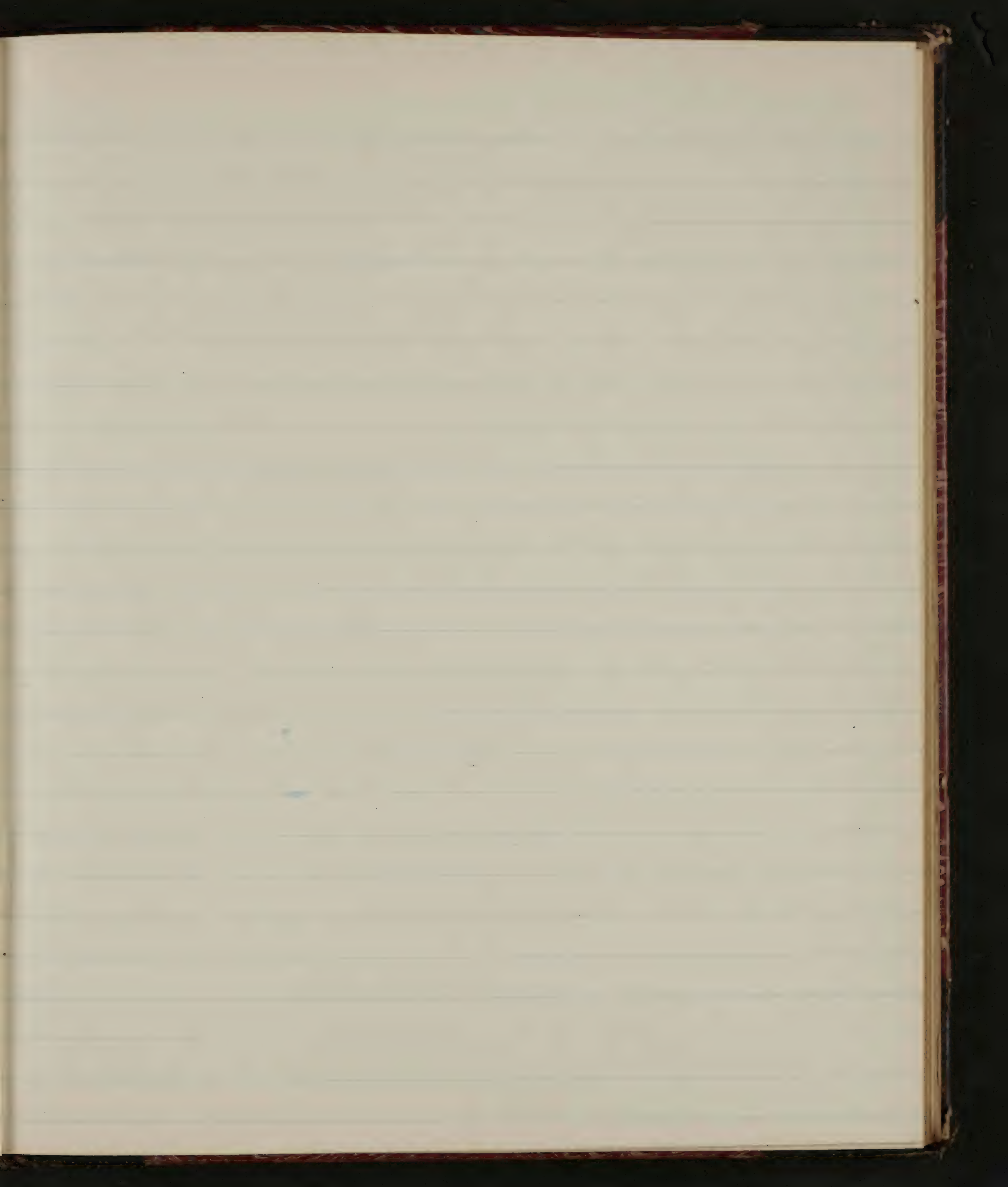
Aug 30. 1904

B.D. Cleveland  
Kept ship off land home  
with a good voyage  
all hands well  
So ends the trip

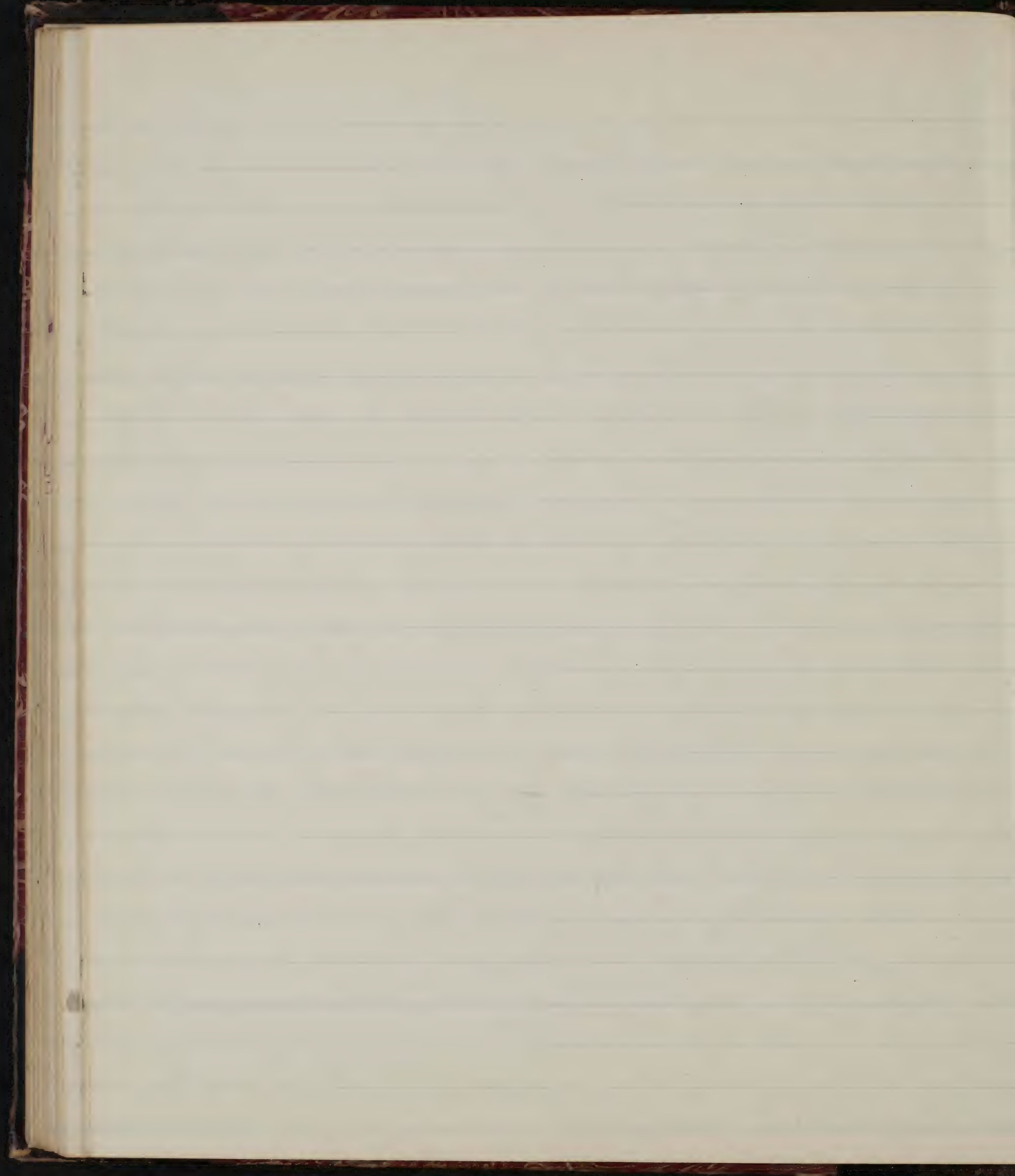




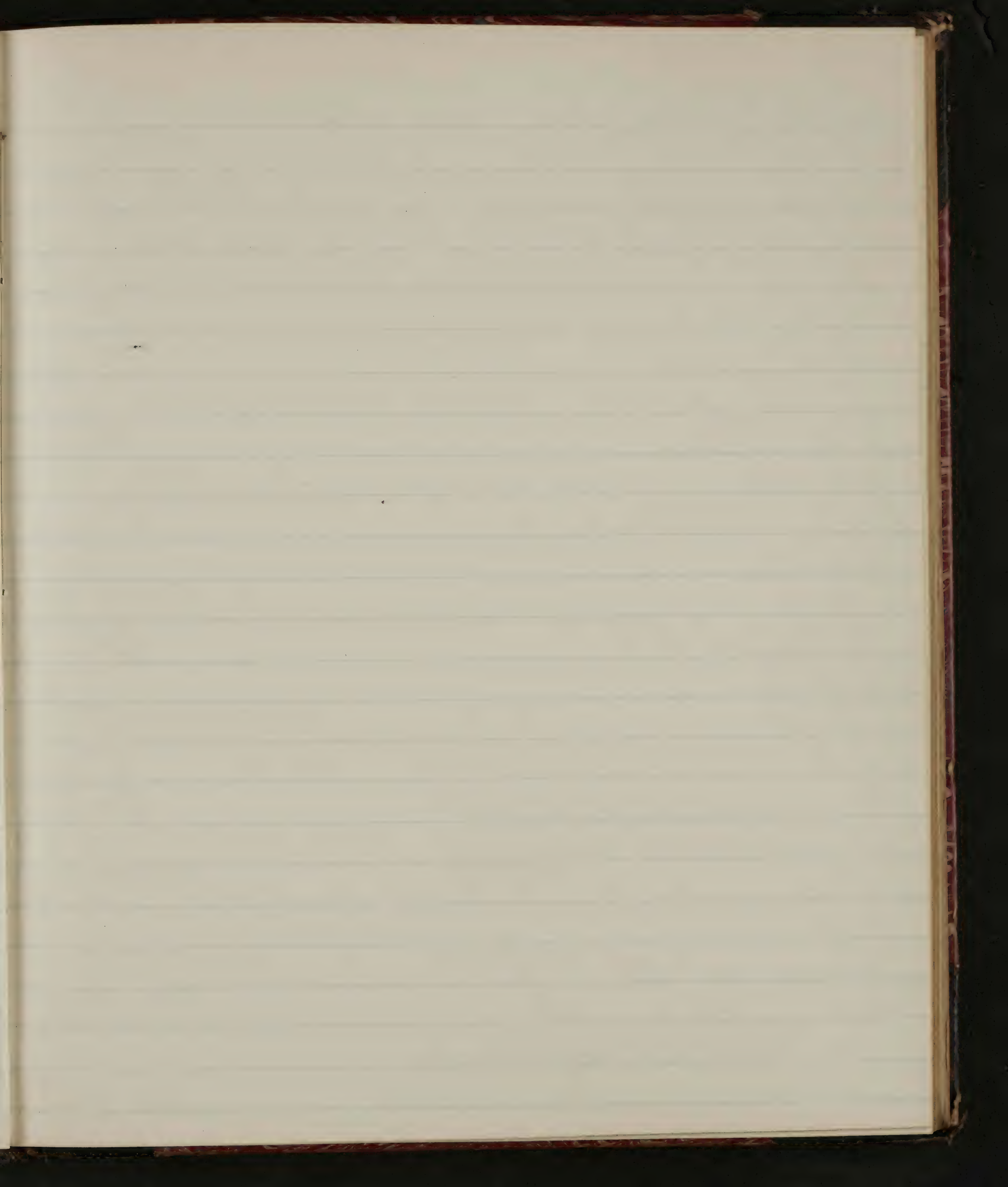










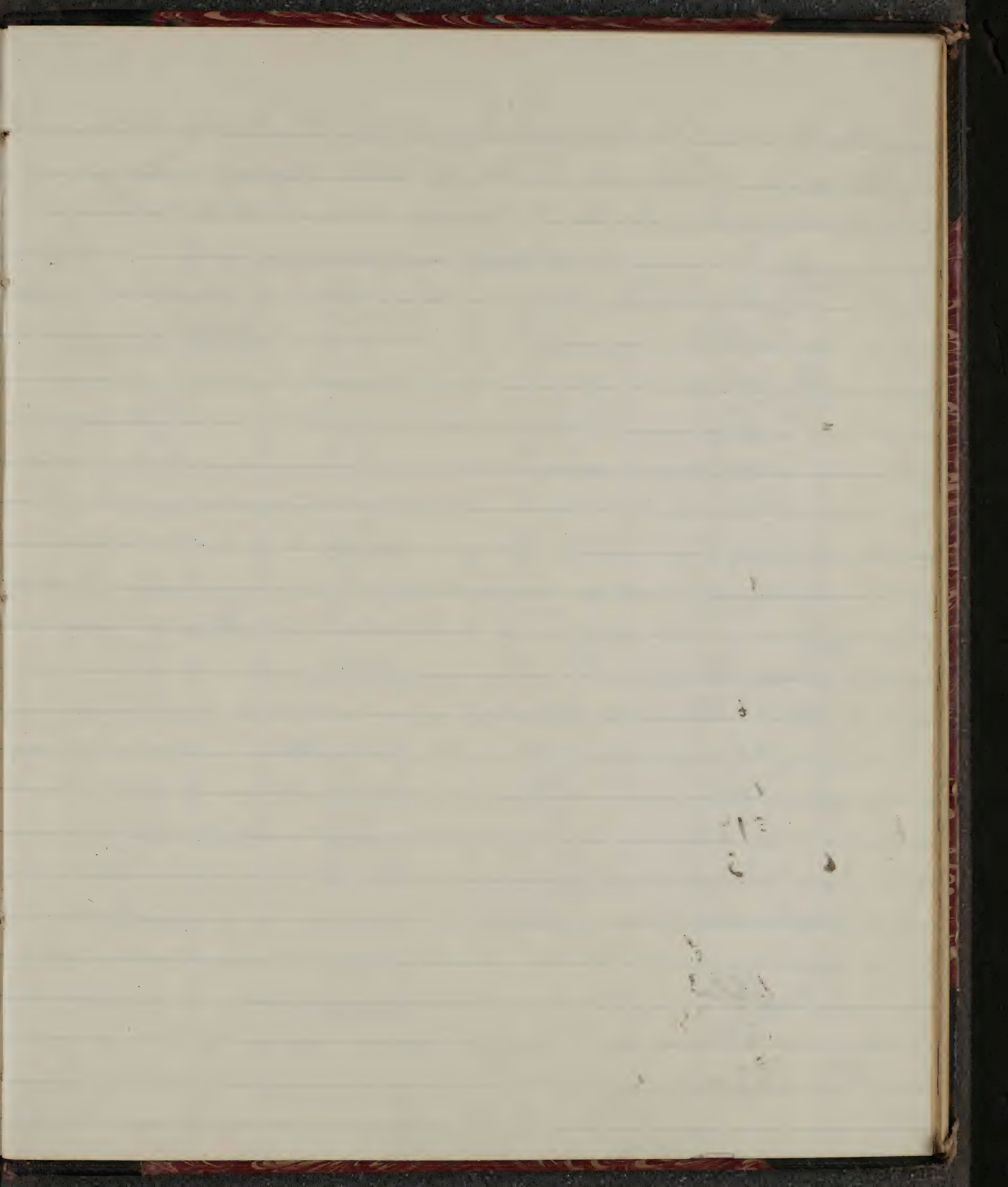




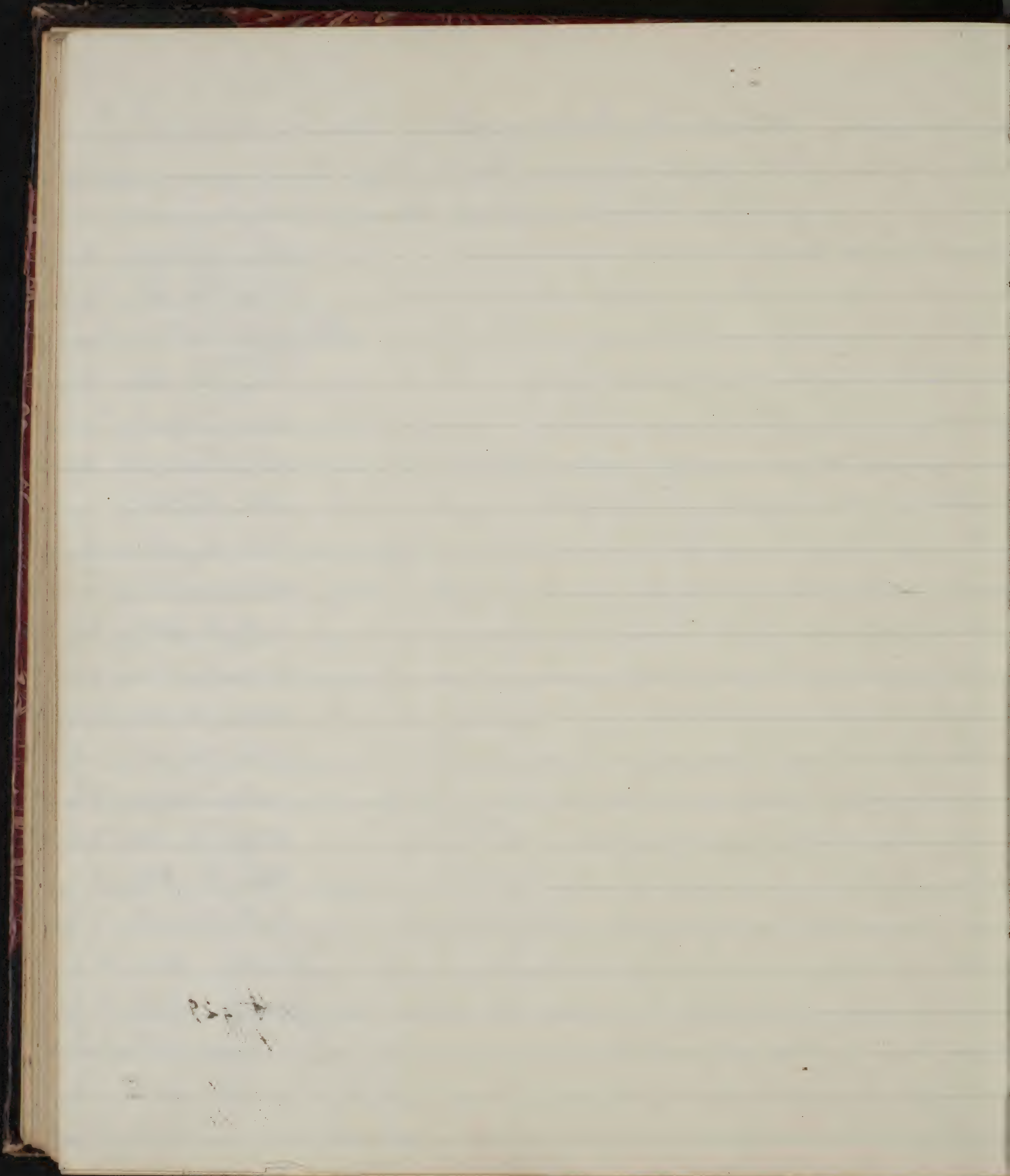
Dominica May 1898-1904  
 Sperm Oil shipped on board the Sch  
 Frederick Roddener Capt. Carey

1	154	23	240
2	246	24	286
3	155	25	<u>5613</u> 352
4	221	26	376
5	286	27	373
6	327	28	274
7	285	29	346
8	276	30	135
9	221	31	364
10	286	32	221
11	135	33	357
12	130	34	358
13	136	35	319
14	135	36	211
15	127	37	219
16	226	38	230
17	247	39	387
18	282		<u>4516</u>
19	238		<u>5613</u>
20	283		10129
21	286		1344 2044
22	300		21.17 1/2











April 19. 1903 Stowed down to day  
our first lot of Oil on the Bark  
Wanderer. Lat 31.46 N. Long 145.09 E.

Sperm Oil Aug. 25

Apr 19.	360	SO.	360	HO
" "	220	HO	360	"
			240	"
			350	"

May 10.	376		270.	
	130		280.	SO
	130		150.	
	240		230.	
	350		120.	
			170.	
			280.	
			240.	

June 25	350		320.	
	130	SO.	200.	
	280		340.	
	310		250.	

132  
7

Sept 2

240		340
230		360
135		220
240	HO.	340
270		340
280		150
		130
		220
		340

132  
25

78  
3

Oct 6

370	HO
220	"
150	"
220	
155	
330	
300	
230	
210	
315	

79.1172 0

1904  
Feb 23.

Oil stored

320
360
380
240
250
130

54.1111  
7/2

1904  
Aug 5.  
Stowed

360.	HO
340	SO
345	"
340	"
205	"
235	"
190	"

63.29 1/2

1904  
Aug 22  
Stowed

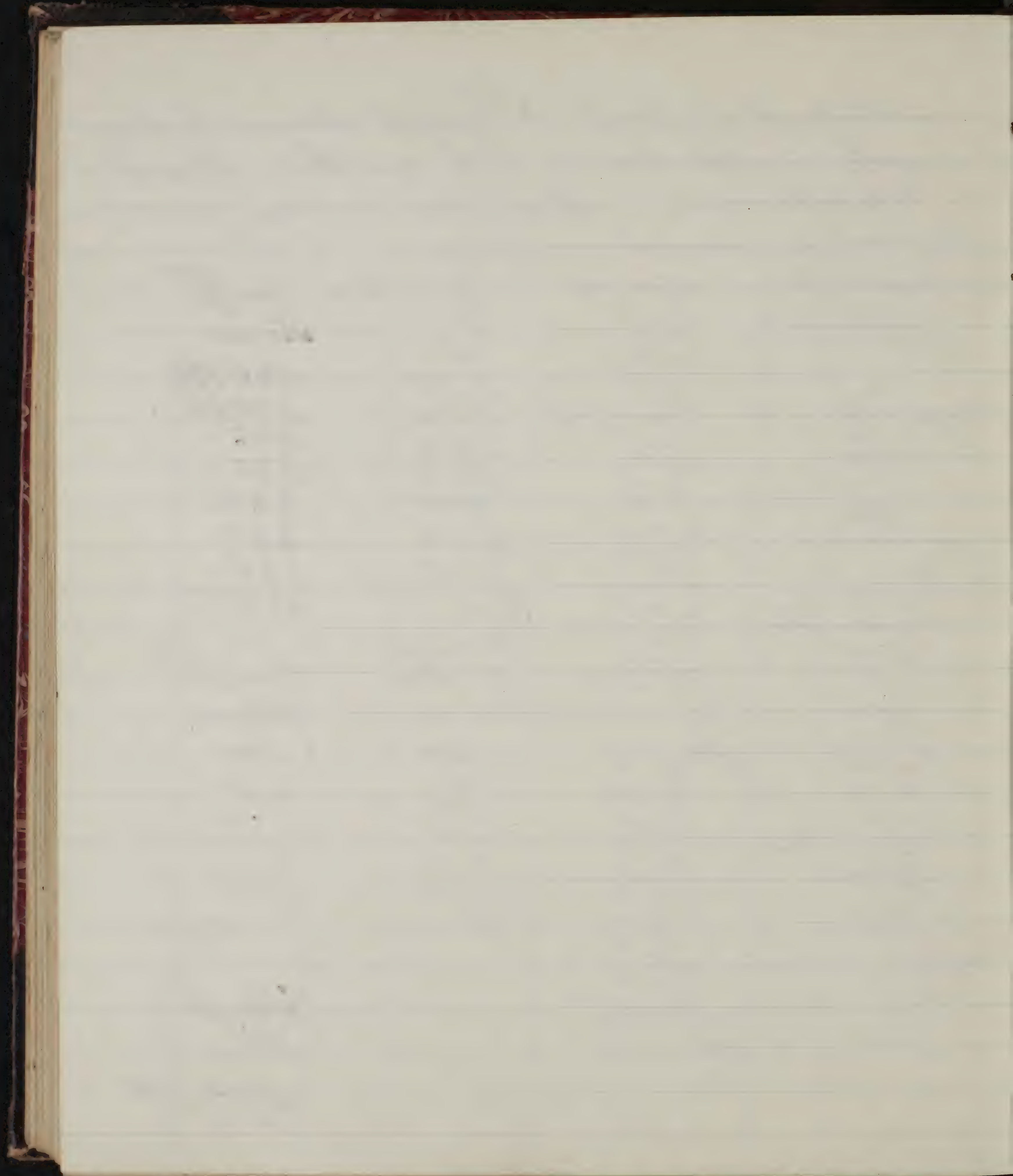
380
230
370
210
160

42.27 1/2

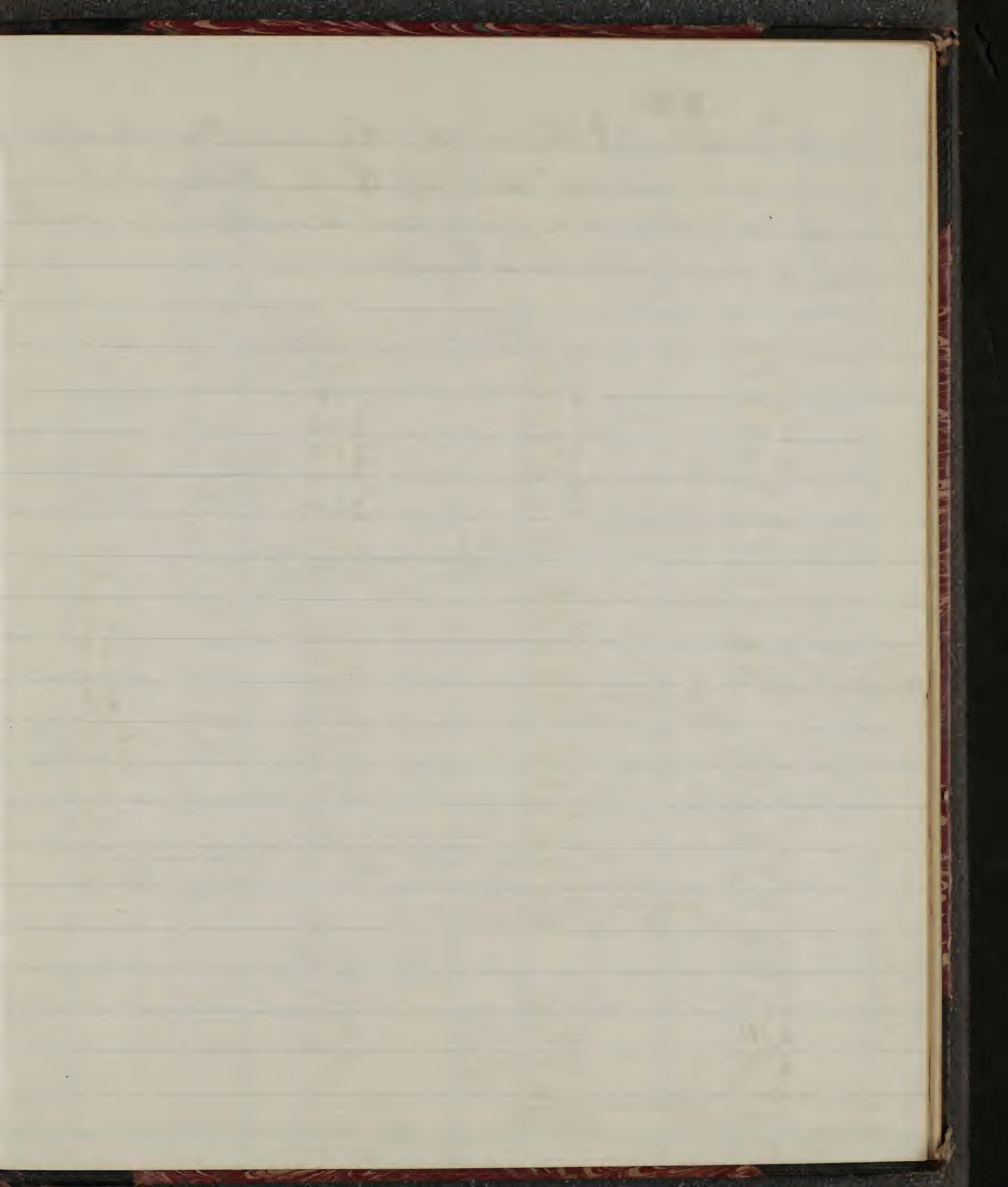
1904  
Aug 29  
Stowed

360	HO
11.1/2	











Nov 26 1901

1366.8  
126.01



Dec 26

260  
270  
140  
220  
220  
260  
220  
170  
260  
260  
150  
210

B. G.  
53.25 1/2 2640

Dec 31

280  
240  
160  
230  
350  
160  
150  
140  
280

B. G.  
63.05 1990

Jan 1902

250  
270  
180  
170  
160  
240  
260  
240  
170  
170  
240  
270  
280

B. G.  
92.02 2900

Jan 8

340  
330  
150  
270  
220  
140  
160  
160

B. G.  
56.06 1770

Jan 10

170  
150  
240  
280  
170  
230

B. G.  
39.11 1/2 1240

Jan 13

240  
230  
250  
170  
200  
220

B. G.  
41.18 1/2 1310

Jan 17

300  
350  
290  
250  
230

B. G.  
45.02 1/2 1420

Jan 23

270  
270  
160  
260  
270  
230  
230  
28

B. G.  
56.16 1718

Jan 24

260  
240  
240  
240  
260  
240  
220  
280

B. G.  
62.27 1980

Jan 30

250  
240  
260  
290  
240  
260  
270  
210  
270  
220

B. G.  
79.21 1/2 2510

Feb 3

390  
340  
240  
260  
340  
220  
160  
150  
270  
180  
260  
270  
290

B. G.  
106.31 3370

Feb 9

290  
240  
230  
250  
240  
200  
230  
140  
270  
28  
28

B. G.  
68.04 2146

Next Page



1902

Feb 10 240  
150  
200  
220  
220  
240  
230  
170  
240  
150  
240  
230  
290  
B. G  
90.15 2850

Feb 15 360  
220  
160  
170  
200  
240  
140  
140  
150  
150  
28  
28  
28  
B. G  
64.28 2044

Feb 16 240  
210  
160  
200  
220  
270  
B. G  
41.08 1/2 1300

Feb 22 380  
350  
240  
220  
240  
240  
290  
320  
230  
260  
28  
B. G  
88.26 2798

Feb 24 200  
240  
240  
200  
150  
230  
230  
240  
200  
220  
230  
230  
150  
150  
170  
170  
150  
28  
28  
28  
B. G  
117.01 1/2 3686

March 1 170  
220  
150  
230  
220  
240  
28  
28  
28  
B. G  
41.21 1/2 1314

March 4 150  
150  
150  
240  
150  
210  
150  
150  
240  
150  
190  
150  
28  
28  
28  
28  
28  
B. G  
74.09 2340

March 8 240  
150  
210  
150  
150  
220  
170  
28  
28  
28  
B. G  
44.18 1404

March 20 150  
150  
230  
220  
200  
160  
150  
150  
230  
150  
230  
170  
28

March 21 220  
160  
150  
170  
170  
160  
B. G  
33.10 1/2 1060

March 26 150  
160  
150  
150  
160  
170  
150  
150  
170  
150  
150  
170  
150  
170  
28  
28

B. G  
79.07 1/2 2496



May 7	270
	240
	230
	230
	220
	220
<u>B. S</u>	
44.24	1410

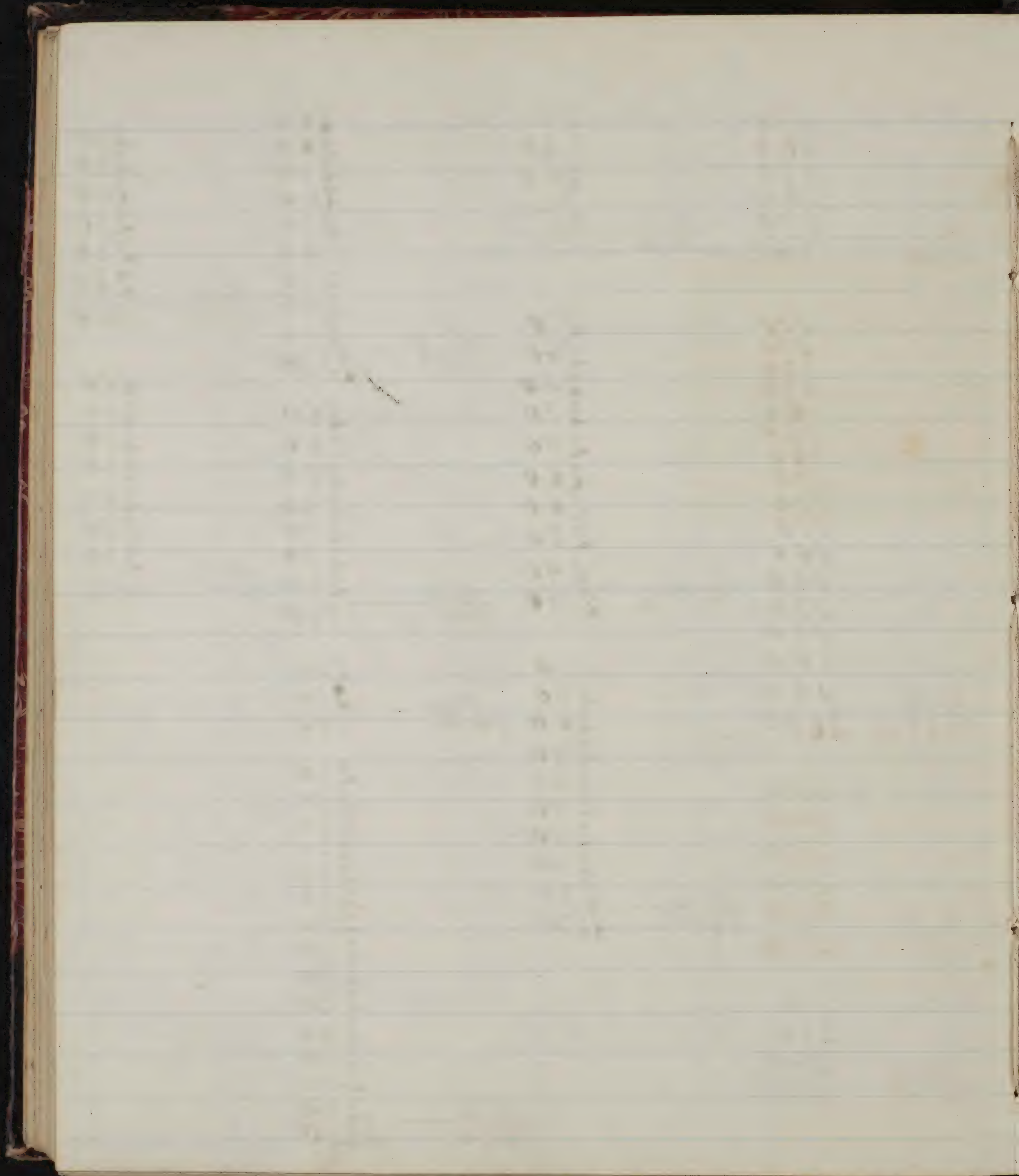
May 9	220
	210
	210
	210
	200
	220
	210
B. G	
46.01	1480

Bills due  
2971 30

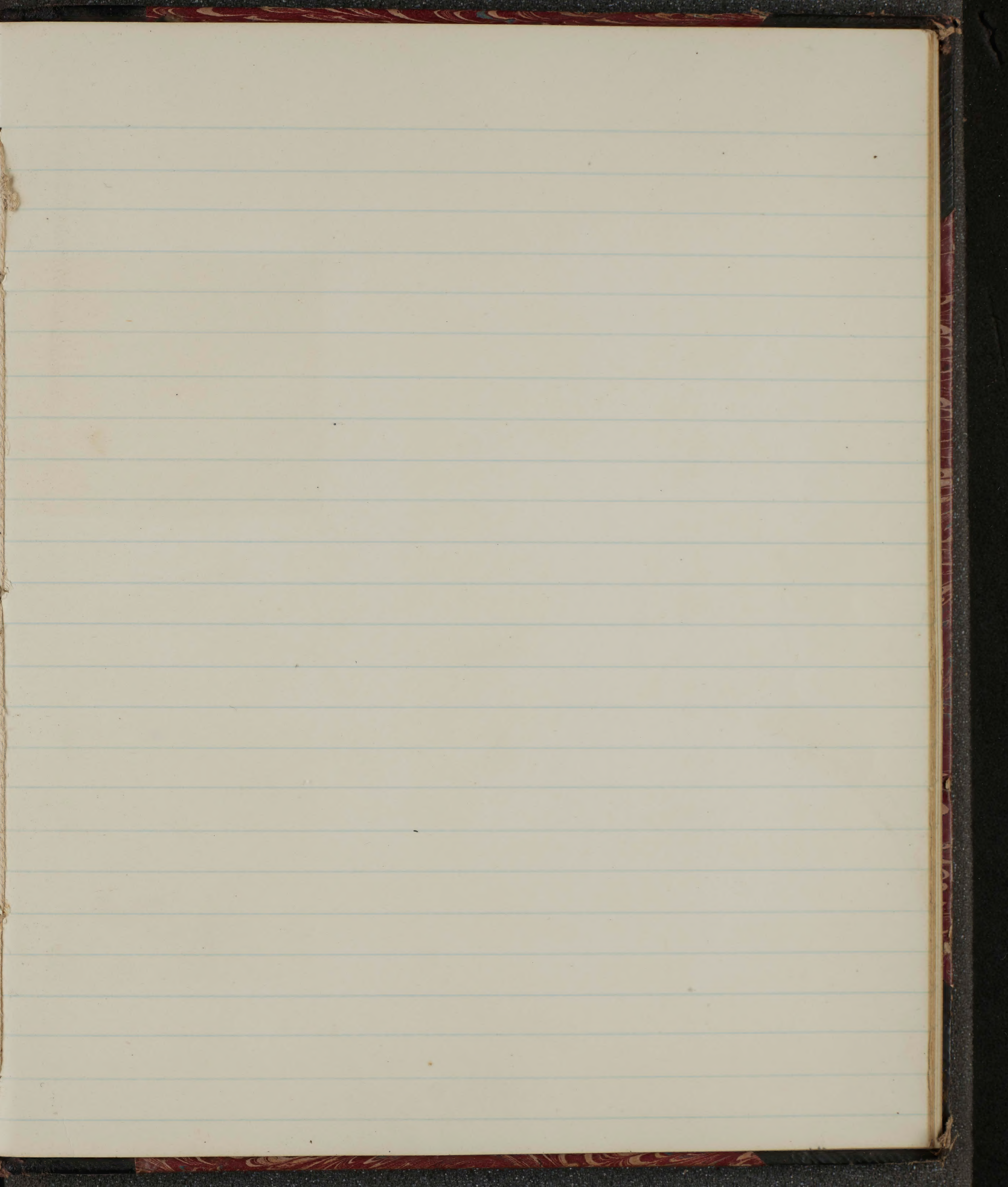
1420 K  
Pomcast  
4.17

$$\begin{array}{r} 13.9 \\ \hline 102.07 \end{array} \quad \begin{array}{r} 220 \\ 3220 \end{array}$$











West 1/2 North from out side Islands  
off Table Bay to (Dunken rock) off  
Leberg Island

